2017 MAINE HIGHWAY SAFETY PLAN

Maine Department of Public Safety
Bureau of Highway Safety
164 Statehouse Station
Augusta, ME 04330

Paul R. LePage – Governor
John E. Morris – Commissioner
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Dear Highway Safety Partners:

The State of Maine and the Maine Bureau of Highway Safety are committed to providing the safest transportation system possible. Identifying traffic safety solutions that ensure we are Driving Toward Zero Deaths, Maine's ultimate goal, is the foundation upon which this Highway Safety Plan (HSP) is built.

Safety partners at every level are part of the process – law enforcement officials, educators, engineers, emergency services providers, insurance carriers, advocates, public health officials, and individual citizens – all play a critical role in preventing motor vehicle crashes and the resulting deaths and injuries. Over the last ten years, Maine has made significant progress in driving down the numbers from 194 fatalities in 2004 to 131 in 2014. Highway safety professionals have developed and implemented education and enforcement programs and initiatives coupled with infrastructure improvements to reduce the number and severity of vehicle crashes. It is clear that this work is paying dividends.

Maine's Strategic Highway Safety Plan (SHSP) was updated in 2014. It identifies 18 focus areas with accompanying strategies to address the State's most critical traffic safety problems. This updated strategic plan is complementary to the annual HSP. To achieve our ultimate goal of zero fatalities, the Bureau of Highway Safety leverages all available data to make the best highway safety investment decisions.

Here is how we reach our goals:

- Data-Driven Decisions: This means carefully analyzing crash data and other pertinent information, including best practices from other states. The result is efficient, sound and priority-based use of available resources.

- Partnerships: We rely on our network of highway safety partners to implement programs and promote safety messages. Without their commitment and involvement, Maine's safety program would not be successful.

- Culture Change: We promote the concept that it is irresponsible and unacceptable for any roadway user to engage in risky behavior and that any death is one too many.

- Evaluation: We evaluate the impact of all highway safety programs to ensure that they are having the intended impact and the best use of resources.

Loss of life on Maine's roads is preventable. Road fatalities cause broken hearts and broken families. This is why the staff of the Maine Bureau of Highway Safety work each day to cultivate partnerships to eliminate traffic fatalities.

Everyone has a role to play and our most important highway safety partner are Maine's citizens. Each person, whether traveling by motor vehicle, bicycle or foot, can help by making a daily commitment to not drive distracted, impaired or aggressively and to buckle up every trip. Making this daily commitment and sharing the message of highway safety with family, friends and colleagues will go far in helping Maine achieve the goal of zero fatalities on all roadways.

Lauren V. Stewart
Director – Maine BHS

1.0 Highway Safety Plan Overview

"To save lives and reduce injuries on the state's roads and highways through leadership, innovation, facilitation, project and program support, and in partnership with other private and public organizations."

Under the authority and approval of Governor Paul R. LePage and Governor's Highway Safety Representative John E. Morris, Commissioner of the Department of Public Safety, the Maine Bureau of Highway Safety (MeBHS) is pleased to produce this Highway Safety Plan (HSP) to apply for federal highway safety funds for Federal Fiscal Year (FFY) 2017. The goal of the Highway Safety Program is to eliminate death, injury and economic losses resulting from traffic crashes on all of Maine's roadways by developing and implementing data-driven highway safety programs designed to address driver behavior. Funding is provided at the state and local community level to address Maine's highway safety needs.

Maine's HSP is directly aligned with the priorities and strategies found in the Strategic Highway Safety Plan (SHSP). The Maine SHSP is managed in partnership with the Maine Department of Transportation (MeDOT) and the SHSP Coordination Committee which meets every four months. The 2014 Maine SHSP is data driven and utilizes the 4 E's of traffic safety – engineering, enforcement, education and emergency services – to address Maine's most significant highway safety challenges. A copy of the Maine SHSP can be found at www.themtsc.org.

SHSP stakeholders include:

AAA of Northern New England	Alliance Sports Marketing
American Association of Retired People (AARP)	Atlantic Partners – EMS
Department of Health and Human Services – Elder Service	Federal Highway Administration (FHWA)
Federal Motor Carrier Safety Administration (FMCSA)	Ford Driving Skills for Life
Governor's Highway Safety Association (GHSA)	Health Environmental Testing Lab (HETL)
Maine Bicycle Coalition	Maine Bureau of Labor Standard
Maine Bureau of Motor Vehicles (BMV)	Maine CDC Injury and Violence Prevention
Maine Associations of Chiefs of Police (MACP)	Maine Criminal Justice Academy (MCJA)
Maine Department of Education	Maine Department of Public Safety
Maine Department of Transportation (MeDOT)	Maine Driver Education Association

Maine Emergency Medical Services (EMS)	Maine Motor Transport Association
Maine Municipal Association	Maine Principals Association
Maine Secretary of State's Office	Maine Sheriff's Association
Maine State Police	Maine Substance Abuse Mental Health Services
Maine Turnpike Authority	Maine Violations Bureau
Motorcycle Rider Education of Maine, Inc.	National Highway Traffic Administration (NHTSA)
NL Partners Marketing	Safety and Health Council of Northern New England (SHCNNE)
United Bikers of Maine (UBM)	University of Southern Maine

The projects in this 2017 HSP have been approved by the Maine Transportation Safety Coalition and the SHSP Committee chairs, and clearly demonstrate the effectiveness of the broad collaboration that takes place in Maine's highway safety community.

In addition to administering federal grant funds, the MeBHS is also responsible for:

- Managing Maine's Implied Consent Program under Title 29A subchapter 4 §2521- 2528. This is a statewide program that tests drivers suspected of being impaired by alcohol or other drugs. Maine's Implied Consent and Operating Under the Influence (OUI) laws mandate that all drivers arrested for suspected OUI must take a breath test. Refusal or failure to do so results in even longer mandatory license suspension periods. The Maine Supreme Judicial Court has ruled that the State law mandating the testing of all individuals involved in fatal crashes is both constitutional and enforceable.

- Developing and administering the Maine Driving Dynamics Driver Improvement Program under Title 23 §4208. This is a five-hour course that results in the reduction of points on a participant's driving record. Approximately 5,000 people attend the course annually.

- Administration of the Federal Fatal Analysis Reporting System (FARS) through a cooperative agreement with NHTSA. This system records Maine fatal crash data for input into a larger national record-keeping system. FARS data are analyzed by the MeBHS, the Maine State Police (MSP), and others to identify enforcement priorities and establish schedules.

State Planning Process Disclaimer:
MeBHS projects are funded using Highway Safety Grant Funds dispersed to the State by the National Highway Traffic Safety Administration (NHTSA). These funds are awarded based on the type of project MeBHS is funding. For example, if MeBHS is providing a grant to a law enforcement agency for impaired driving enforcement, that project would be funded using federal impaired driving/ alcohol monies. Seat belt enforcement would be funded using federal occupant protection grant money. This unique subset of ear-marked funds is tracked in the Maine Grants Management Information System (GMIS). GMIS creates funding codes for each of the federal funding categories,

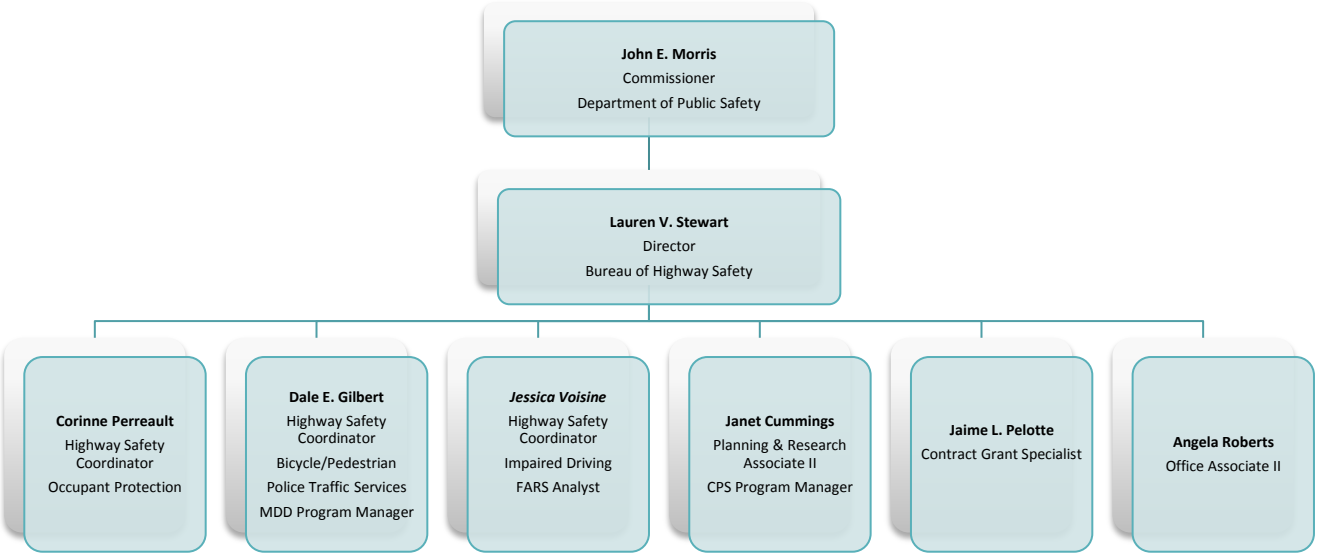
which MeBHS uses to create a voucher to request reimbursement from NHTSA. Additionally, sub-grant numbers (or unique project identifiers) are created at the time of award and contract finalization. The funding codes are listed below:

Maine Grants Management Information System	
Funding Code	Program Sections
2010	2010 Motorcycle Safety (SAFETEA-LU)
2011	2011 - CPS - Child Passenger Safety (SAFETEA-LU)
300	402 Planning and Administration
301	402 Paid Media
304	402 - OP - Occupant Protection
308	402 - AL - Impaired Driving
310	402 - TR - Traffic Records
311	402 - EM - Emergency Medical Services
315	402 - PT - Police Traffic Services
319	402 - CR - Child Restraint
320	402 - SA - Safe Communities
405s	405 - OP - Occupant Protection (SAFETEA-LU)
408s	408 - TR - Traffic Records (SAFETEA-LU)
410s	410 - AL - Impaired Driving (SAFETEA-LU)
405b	405 - Occupant Protection (MAP-21)
405c	405 - Traffic Records (MAP-21)
405d	405 - Impaired Driving (MAP-21)
405e	405 - First Year Texting Ban (MAP-21)
405f	405 - Motorcycle (MAP-21)
405g	405 - Graduated Drivers License (MAP-21)

1.1 Maine's Highway Safety Planning Timeline

January 2016	•HSP planning and problem identification - FFY 2017 •Release RFPs for FFY 2017 projects
May 2016	•FFY 2017 proposals due and future projects agreed upon
July 2016	•FFY 2017 HSP application (402 & 405) due to NHTSA
August 2016	•Grantees notified of FFY 2017project acceptance pending federal funding
September 2016	•All FFY 2017 grants finalized
October 2016	•FFY 2017 begins •Begin FFY 2017 projects
September 2017	•FFY 2017 projects are completed
December 2017	•Annual report and fiscal close-out for FFY 2017 projects completed

1.2 FFY 2017 Organizational Chart



1.3 Planning Process

The MeBHS coordinates highway safety programs focused on enforcement, integration of public health strategies, public outreach and education, and promotion of new safety technology through collaboration with safety and private sector organizations and in cooperation with state and local governments. The 2017 HSP is developed through discussion and meetings with interagency groups including Maine DOT; state and local government agencies; law enforcement; planners; engineers; health and social service agencies; the Bureau of Motor Vehicles (BMV), and various task forces, community coalitions and other interested safety partners. MeBHS collaborates with these partners and safety stakeholders to determine the extent of the highway safety problem and where the greatest impact can be made to prevent crashes that results in deaths and injuries. Program selection criteria are established with the help of highway safety partners and program assessments and other resources that provide evidence and support for selected projects. Subgrantees are selected for funding based on a competitive grant application process that is data-driven and evidence-based.

For example, the traffic safety enforcement grants are awarded based on problem identification. Starting in FFY 2014, only municipalities with an above average crash rate that also met the previous year's grant requirements are eligible to apply for funding. Potential subgrantees describe the traffic safety problem(s) in their application and request funding for overtime details to be used during the grant period. To ensure federal highway safety funds are expended properly, subgrantees must submit enforcement activity reports to MeBHS that include information about traffic stops, arrests, citations, and verbal and written warnings.

The MeBHS asks the following questions to help guide project and funding priorities:

- Who is over-represented in crashes?
- What types of crashes are occurring?
- Where the crashes are occurring in numbers greater than would be expected given the amount of travel in those locations?
- When are the crashes taking place? Time of day? Day of week? Month?
- What are the major contributing factors?

The answers to these questions, together with state and local crash, fatality and injury data guide project selection and the awarding of grant funds to eligible recipients.

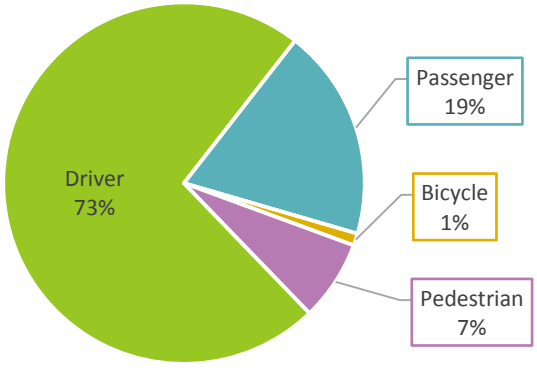
1.4 Maine Demographics and Problem Identification

State Abbreviation	ME		Bordering Country	Canada
State Capital	Augusta		Bordering Bodies of Water	Gulf of Maine Atlantic Ocean
Largest City	Portland		Government	16 Counties 22 Cities 435 Towns 33 Plantations 424 Townships 3 Native American Reservations
Name of Residents	Mainers		Population Range	14 or Younger = 17% 15 to 24 = 13% 25 to 64 = 55% 65 and Older = 16%
Area	35,387 square miles		Population	1,328,302 (2013)
Forest	90% of land mass		Population Race	White = 95.3% African American = 1.3% Native American = 0.7% Asian = 1.1% Two or More = 1.5%

Major Industries	Agriculture Ship Building Fishing Footwear Machinery Electronics Tourism		Number of Law Enforcement Agencies	123 Local Agencies 16 Sheriff's Offices 7 Maine State Police Troops
Major Rivers	Androscoggin Kennebec Penobscot St. John		Licensed Drivers (2013)	1,011,385
Major Lakes	Moosehead Richardson		Licensed Motorcyclists (2013)	110,699
Highest Point	Mt. Katahdin 5,268 ft.		Registered Vehicles (2013)	1,562,378
Bordering State	New Hampshire			

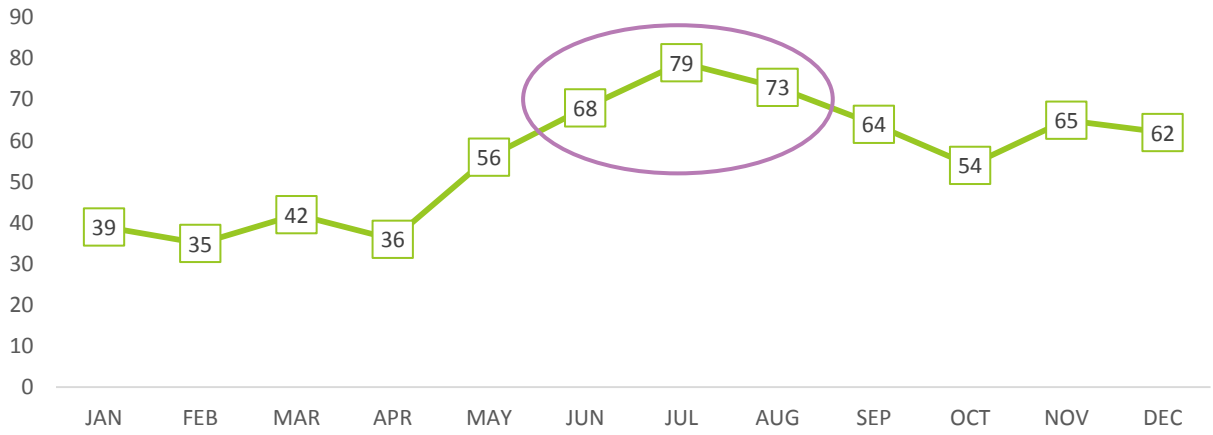
It is important to consider many factors, including those listed above, when identifying Maine's traffic safety problem(s). During the five year period 2010-2014, there were 673 fatal crashes resulting in 738 fatalities. On average, that equates to 148 fatalities per year. While the actual number of reportable fatalities fluctuated slightly during this period (between 136 and 165), the changes were not statistically significant.

The 738 fatalities resulting from these crashes directly impacted drivers, passengers, bicyclists, and pedestrians. The majority of the fatalities (73%) involved drivers, 19% involved passengers, 7% involved pedestrians, and the remaining 1% involved bicyclists.



Fatal Crashes by Month

Approximately a third (33%) of all fatal crashes occurred during the summer months.



Fatality Rates by County

According to MeDOT estimates, an average of 144.4 million miles were travelled on the State's roads each year from 2010-2014. With an average of 148 fatalities per year over this time period, Maine had an annual fatality rate of 1.02 per million miles travelled. This rate varied by county, however, Lincoln, Franklin, and Waldo had the highest fatality rates at 1.82, 1.77, and 1.71, respectively. While these three counties had the highest *rates*, in terms of *actual numbers*, York, Penobscot, and Cumberland Counties had the most fatalities at an average of 18.6, 17.8, and 16.2 per year, respectively.

County	VMT (millions)	Average # of Fatalities per Year		Fatality Rate (per 1M VMT)	
		#	Rank	#	Rank
Androscoggin	9.2	10.2	6	1.11	10
Aroostook	7.2	9.6	7	1.33	8
Cumberland	30.5	16.2	3	0.53	16
Franklin	3.4	6.0	12	1.77	2
Hancock	7.0	10.4	5	1.50	4
Kennebec	14.4	13.4	4	0.93	13
Knox	3.5	4.2	14	1.19	9
Lincoln	3.7	6.8	10	1.82	1
Oxford	5.6	7.6	9	1.36	7
Penobscot	16.9	17.8	2	1.05	12
Piscataquis	1.7	1.8	16	1.06	11
Sagadahoc	4.6	3.8	15	0.83	14
Somerset	6.5	9.0	8	1.39	6
Waldo	4.0	6.8	10	1.71	3
Washington	3.8	5.4	13	1.43	5
York	22.4	18.6	1	0.83	15
Total	**144.4**	**147.6**		**1.02**	

1.5 Performance Targets

Maine's highway safety challenges are identified by analyzing available data from traffic crashes and traffic citations. This step begins by outlining the data sources used to identify problems and the persons or organizations responsible for collecting, managing and analyzing relevant data. These data sources are described in the below table. MeBHS partners with the MeDOT for crash records analysis, mapping and reporting. Results of the data are analyzed and coordinated with the SHSP to identify any gaps. This step also includes ongoing exchange with key federal, state, and local partners such as the MSP, local police departments, local transportation and planning agencies, the MeDOT, University of Southern Maine Muskie School and the Traffic Records Coordinating Committee (TRCC) to identify areas of concern and gain consensus. The programs outlined in this section allow for continuous follow-up and adjustment based on the availability of new data and the effect monitoring of existing and on-going projects.

This work is used to set reasonable and attainable performance measures and targets. MeBHS works closely with the SHSP Coordinating Committee and the Maine Department of Transportation to ensure that three NHTSA core performance measures (fatalities, fatality rate, and serious injuries) are identical in both the HSP and the HSIP. This step requires knowledge of the State's demographics, laws, policies, and partnering opportunities and limitations. Selected programs and projects are explicitly related to the accomplishment of performance targets. In most categories, performance targets are based on five-year average trends. Maine uses the KABCO scale in order to determine injury level associated with crashes.

Data Type	Data Set	Source/Owner	Year(s) Examined
Fatality and Injury	FARS, Maine Crash Reporting System (MCRS)	NHTSA, State Traffic Safety Information (STSI), MeBHS, Me DOT, Maine State Police	2010 to 2014
Violation	Maine Citation Data	Maine Violations Bureau	2010 to 2014
Seat Belt Use	Maine Seat Belt Use Observation Data, MCRS	MeBHS, Me DOT	2010 to 2014
Licensed Drivers, Registrations and Vehicle Miles Traveled (VMT)	Highway Statistics	FHWA, U.S. Census Bureau, Maine BMV	2010 to 2014
Operating Under the Influence	MCRS, FARS	NHTSA, Me DOT, Maine State Police	2009 to 2013

1.6 Countermeasure and Strategy Selection Process

The process for selecting state and local safety projects occurs during Maine's quarterly Strategic Highway Safety Planning Committee meetings. Stakeholders include representatives from state and local government agencies, Regional and Municipal Planning Organizations, law enforcement, EMS, courts, licensing, planning/engineering, and health and social services.

Requests for evidence-based HSP projects are accepted from all eligible state, public and private agencies and announced during meetings of the Maine Transportation Safety Coalition, Maine Chiefs of Police, and district Chiefs of Police. Additionally, the MeBHS staff distributes an electronic survey to potential partners to determine the greatest traffic safety needs. MeBHS is required to announce the opportunity to participate in its grant funded programs through a competitive Request for Proposal (RFP) process. All grant applications are reviewed by the MeBHS using set criteria and rated for their potential impact in addressing an identified traffic safety problem outlined in the SHSP, HSP, Traffic Records Strategic Plan, and/or by NHTSA using proven countermeasures linked to measurable objectives. Consideration is also given to previous performance for applicants seeking additional funding for a project initiated in the previous grant year. The Maine HSP countermeasure projects are consistent with projects listed in the SHSP and the latest version of the NHTSA publication *Countermeasures That Work, 8th Edition, 2015*.

2.0 FFY 2017 Highway Safety Performance Plan

2.1 Highway Safety Performance Targets for FFY 2017

Maine's highway safety problems are identified by analyzing available data including traffic crashes and citations, Operating Under the Influence (OUI) arrests, Fatality Analysis Reporting System (FARS), Crash Outcome Data Evaluation System (CODES), Emergency Medical Services, and an annual public opinion survey. Input is also gathered from state, county and local agencies interested in highway safety issues. This analysis helps identify when, where, and why motor vehicle crashes are occurring as well as who is involved. Isolating and identifying contributing factors is critical for the planning and selection of countermeasures. Problem identification and solution development are ongoing throughout the year.

During the development of the 2017 HSP, the MeBHS partnered with the University Of Southern Maine Muskie School Of Public Service to leverage their expertise in data analysis and project forecasting to develop data-driven, realistic performance goals.

The majority of the performance targets in this report were calculated using NHTSA's five-year alternative baseline calculation which involves the following steps:

- Calculate baseline data for 2009, 2010, and 2011. Calculate baseline data by averaging three years' worth of data for each baseline year. (e.g., baseline data for 2009 is the average of data from 2005 to 2009 inclusive.)
- Comparison year follows baseline data by three years. (e.g., comparison year for the 2009 baseline year is 2012.)
- Calculate the percent change from all three baseline years to their comparison years.
- Calculate the average rate of change from baseline to comparison year.
- Adjust 2014 baseline (which is a five-year average of 2010 to 2014 data) by the average percent change to obtain the 2017 target.

There were exceptions to the above method. First, when the target obtained using the above method called for an increase in negative outcomes (e.g., an increase in fatalities) compared to either the 2014 baseline data (five-year average) or the 2014 annual data, a substitute goal is used instead. Also targets for C-1, C-2a, and C-2b were not obtained using the above method but are taken directly from the HSIP and the 2014 Maine SHSP.

The MeBHS recognizes that achievement of performance targets is a collaborative and ongoing effort that involves a multitude of government and private sector entities including those listed previously in this report.

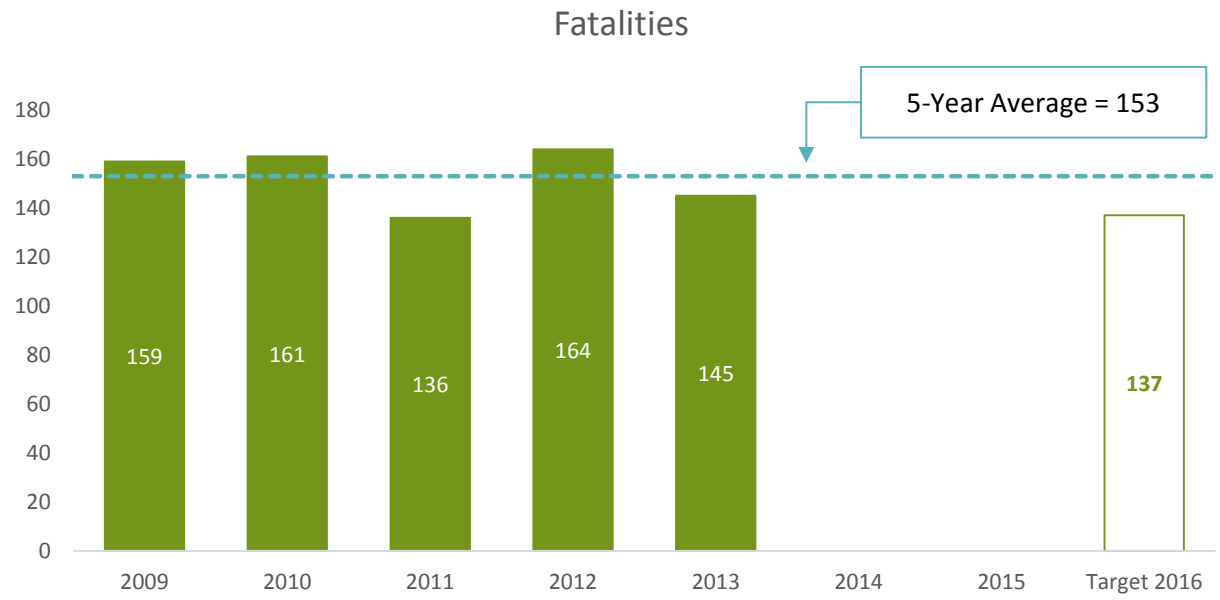
NHTSA Core Safety Performance Targets

C-1) Traffic Fatalities (FARS)

Performance Target Justification: In 2011, Maine, New Hampshire and Vermont partnered to develop a Tri-State Safety Performance Measure document that outlines what it will take to achieve a 50% reduction in fatalities by 2030. This Tri-State Performance Measure document can be found at http://vtransengineering.vermont.gov/sites/aot_program_development/files/documents/other/2015%20Tri-State%20Report%20050316.pdf.

If Maine is to achieve this goal, the State must experience a 3.4% reduction in fatalities each year. A review of 2009-2013 data indicates that for Maine to accomplish this, the State will need to decrease traffic fatalities to 137 by the end of 2016, a reduction of eight deaths from 2013. Projects included in this Highway Safety Plan (enforcement and media) will help us meet this goal.

Performance Target: To decrease traffic fatalities by 10.5% from the 2009-2013 five-year average of 153 to 136.94 by December 31, 2016. This target is consistent with Maine's HSIP and 2014 SHSP.



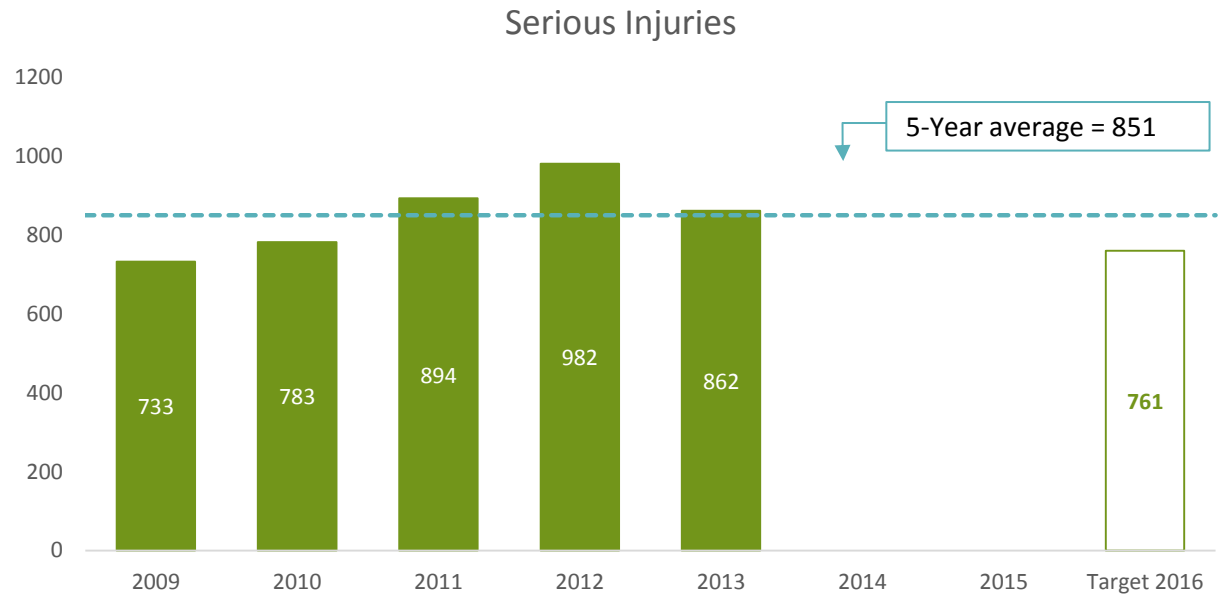
Source: FARS

C-2a) Serious Traffic Injuries (State Crash Data Files)

Performance Target Justification: In 2011, Maine, New Hampshire and Vermont partnered to develop a Tri-State Safety Performance Measure document that outlines what it will take to achieve a 50% reduction in fatalities by 2030. This Tri-State Performance Measure document can be found at http://vtransengineering.vermont.gov/sites/aot_program_development/files/documents/other/2015%20Tri-State%20Report%20050316.pdf.

If Maine is to achieve this goal, the State must experience a 3.4% reduction in fatalities each year. A review of 2009-2013 data indicates that for Maine to accomplish this, the State will need to decrease traffic fatalities to 137 by the end of 2016, a reduction of eight deaths from 2013. Projects included in this Highway Safety Plan (enforcement and media) will help us meet this goal.

Performance Target: To decrease serious injuries by 10.5% from the 2009-2013 five-year average of 851 to 761.47 by December 31, 2016. This target is consistent with Maine's HSIP and 2014 SHSP.



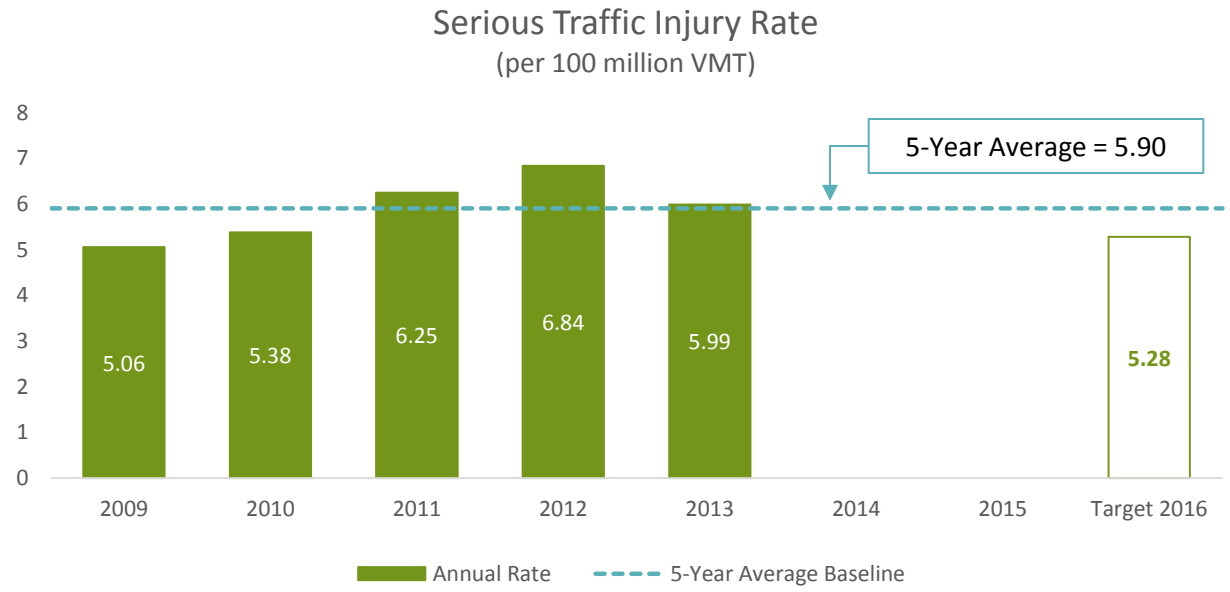
Source: State Crash Data Files

C-2b) Serious Traffic Injury Rate (State Crash Data Files)

Performance Target Justification: In 2011, Maine, New Hampshire and Vermont partnered to develop a Tri-State Safety Performance Measure document that outlines what it will take to achieve a 50% reduction in fatalities by 2030. This Tri-State Performance Measure document can be found at http://vtransengineering.vermont.gov/sites/aot_program_development/files/documents/other/2015%20Tri-State%20Report%20050316.pdf.

If Maine is to achieve this goal, the State must experience a 3.4% reduction in fatalities each year. A review of 2009-2013 data indicates that for Maine to accomplish this, the State will need to decrease traffic fatalities to 137 by the end of 2016, a reduction of eight deaths from 2013. Projects included in this Highway Safety Plan (enforcement and media) will help us meet this goal.

Performance Target: To decrease serious injuries by 10.5% from the 2009-2013 five-year average of 5.90 to 5.28 by December 31, 2016. This target is consistent with Maine's HSIP and 2014 SHSP.



Source: State Crash Data Files

C-3a) Mileage Death Rate (FARS)

Performance Target Justification: The five-year alternative baseline method indicates a fatality rate of 0.94 in year 2016. This is an 8.6% decrease from the baseline average of 1.03; however, this represents an increase over Maine's most recent annual rate of 0.92. However, this performance measure is identical to that in the state HSIP and 2014 SHSP. Projects included in this highway safety plan will help us achieve this target.

Performance Target: To decrease the mileage death rate by 8.6% from the 2013 baseline average of 1.03 to .94 by December 31, 2016.

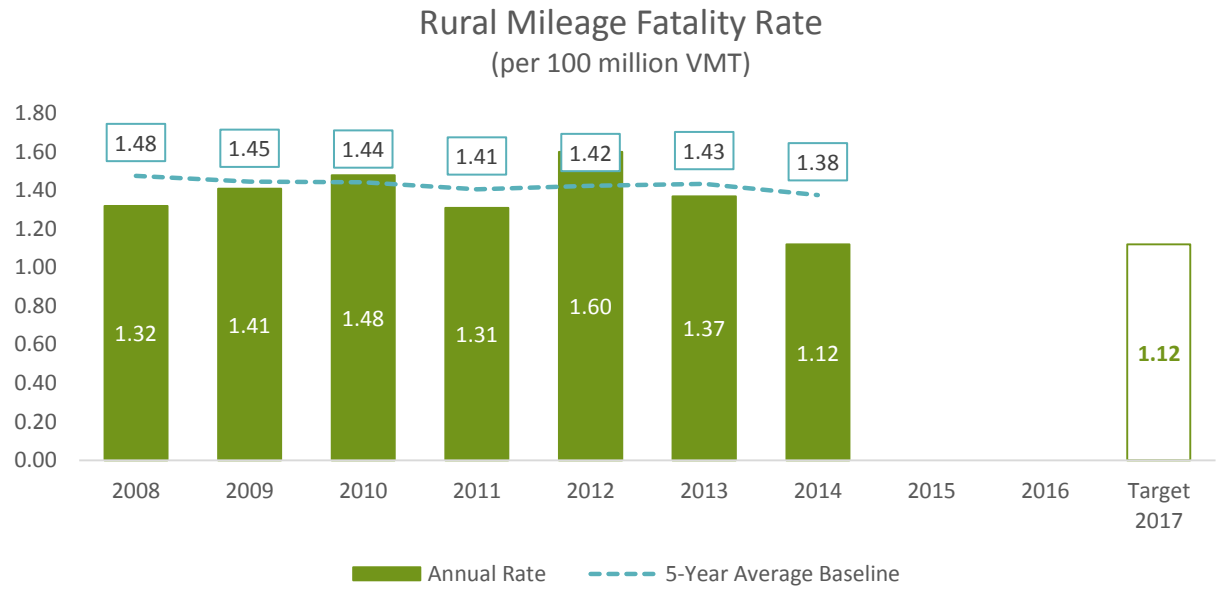
Source: FARS

C-3b) Rural Mileage Death Rate (FARS)

Performance Target Justification: The five-year alternative baseline method indicates a rural mileage fatality rate of 1.31 in year 2017. This is a 4.9% decrease from the 2014 baseline average of 1.38; however, this represents an increase over the recent annual rate of 1.12. An increase in fatalities is not acceptable.

Data points tend to fluctuate and the 2014 rural mileage death rate is the lowest annual rate in the current (2008 - 2014) time period, it is possible that subsequent data points could trend upward. Maine intends to counteract this by maintaining an annual rate of 1.12 through 2017. The 2017 baseline will be 1.17 which results in a decrease of 15.2% from the 1.38 baseline set in 2014. Projects included in this highway safety plan (enforcement and education) will help us to meet this target.

Performance Target: To maintain or decrease the rural mileage death rate at the 2014 rate of 1.12 through December 31, 2017.

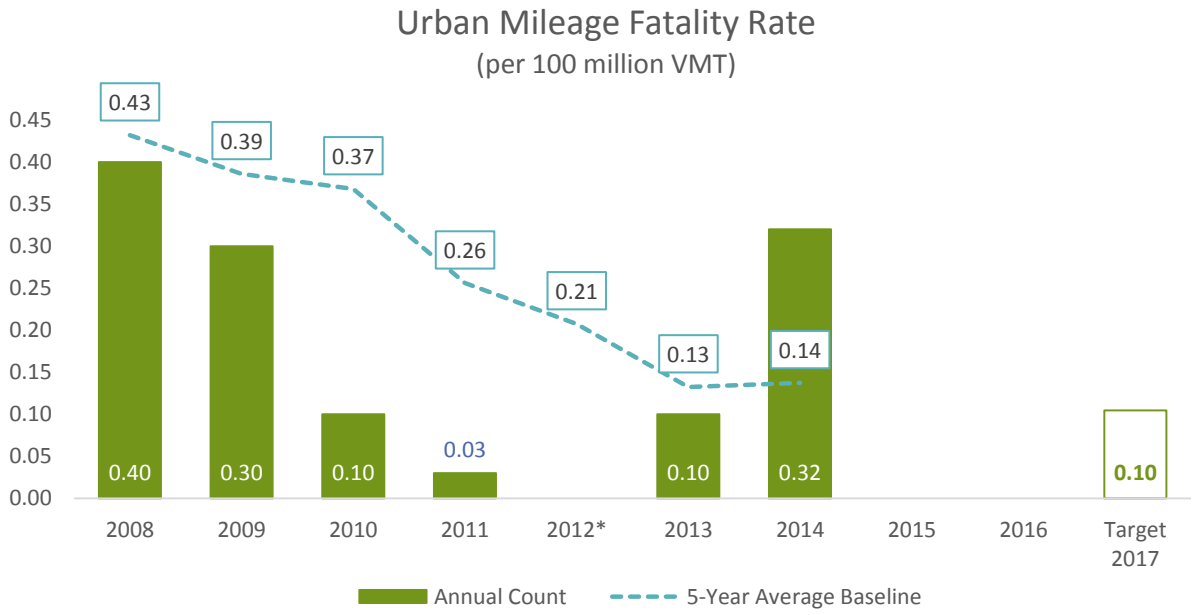


Source: FARS

C-3c) Urban Mileage Death Rate (FARS)

Performance Target Justification: This target was obtained using NHTSA's five-year alternative baseline method. A rate of 0.10 represents a substantial decrease from the 2014 rate of 0.32. Projects included in this highway safety plan (enforcement) will help us meet this target.

Performance Target: Decrease the urban mileage death rate by 23.9% from the 2014 baseline rate of 0.14 to 0.10 by December 31, 2017.



*Note: In 2012, none of Maine's highways were designated as "urban." As a result, the urban death rate for 2012 is 0. Baseline averages for years 2012 to 2014 are four-year averages.

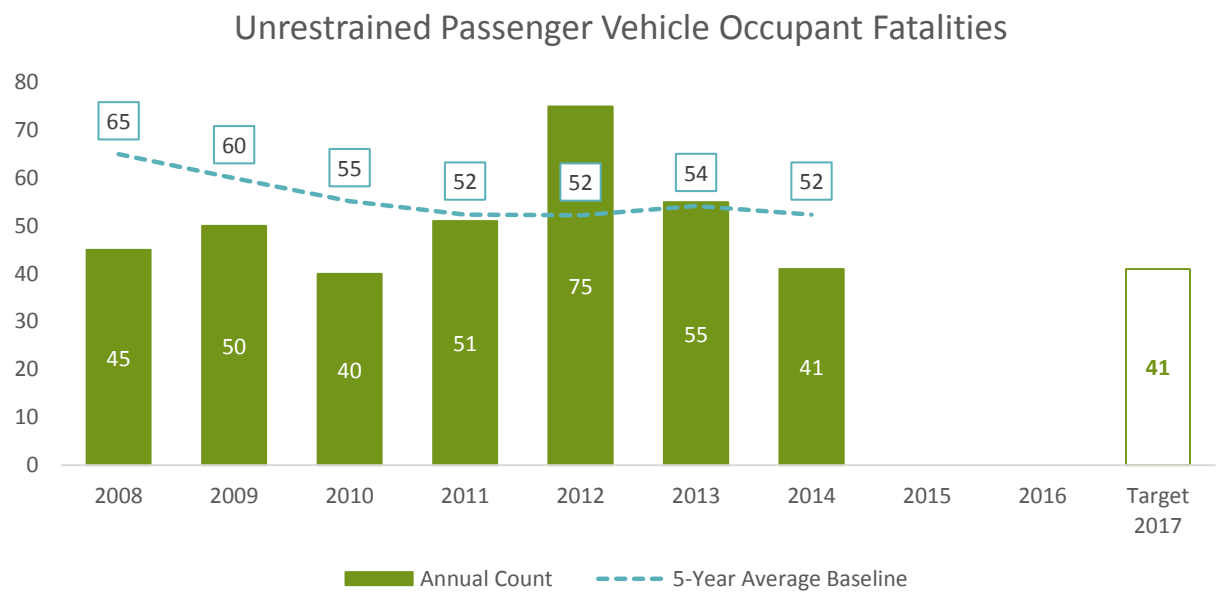
Source: FARS

C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS)

Performance Target Justification: The five-year alternative baseline method indicates 53 unrestrained passenger vehicle occupant fatalities in year 2017. This number reflects the large increase in these fatalities in 2012, when the annual count of 75 represented a 25% increase over the 2005 - 2009 baseline count of 60. An increase in fatalities is not acceptable.

Data points tend to fluctuate. The number of 2014 unrestrained passenger vehicle occupant fatalities is the second lowest annual number in the current (2008-2014) time period and substantially lower than the previous years' fatalities with the exception of 2010. Subsequent data points could fluctuate upward; however, Maine intends to maintain the number of fatalities at 41 through 2017. The 2017 baseline is 44, a decrease of 15.4% from the baseline of 52 set in 2014. Education and Enforcement projects outlined in this highway safety plan will help us meet this target.

Performance Target: To maintain or decrease unrestrained passenger vehicle occupant fatalities at the 2014 number of 41 through December 31, 2017.



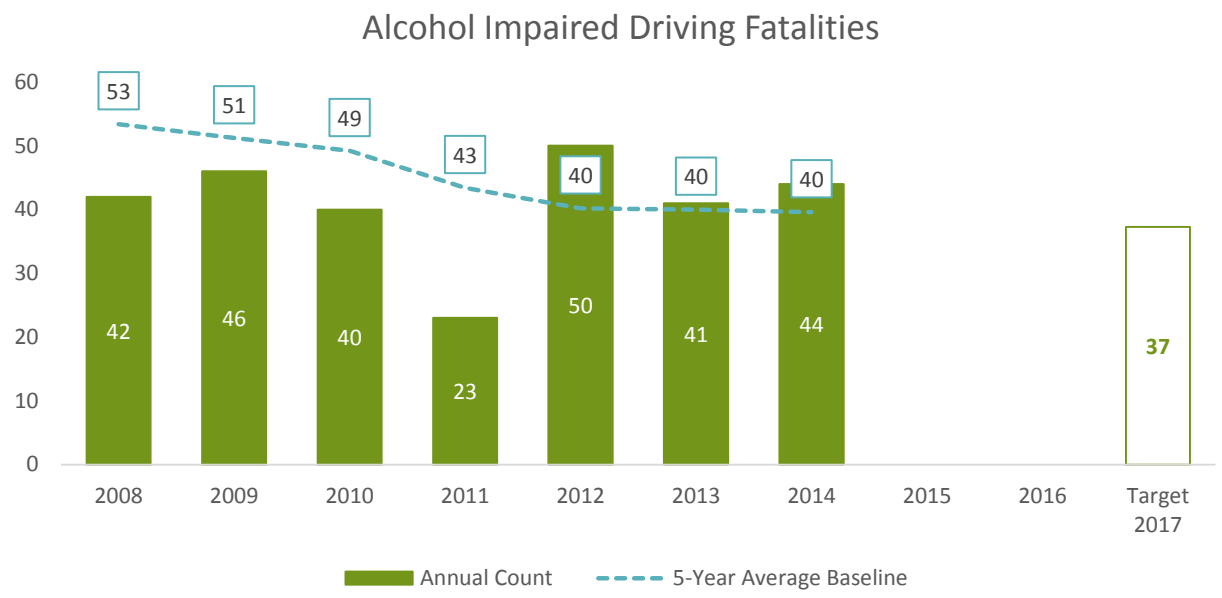
Source: FARS

C-5) Alcohol Impaired Driving Fatalities (FARS)

Performance Target Justification: This target was obtained using NHTSA's five-year alternative baseline method. A fatality number of 37 represents a decrease of 5.9% from the 2014 baseline of 40.

The number of alcohol impaired driving fatalities decreased steadily from 2008 to 2012 (as evidenced by the 5-year average) and remained relatively unchanged from 2012 to 2014 (again, as evidenced by the 5-year average). Despite this recent stability, data points tend to fluctuate, and Maine intends to push these numbers lower by 2017. Projects included in the highway safety plan for enforcement, education and positions will help us meet this target.

Performance Target: To decrease alcohol impaired driving fatalities by 5.9% from the 2014 baseline average of 40 to 37 by December 31, 2017.



Source: FARS

C-6) Speeding Related Fatalities

Performance Target Justification: The five-year alternative baseline method indicates 50 speed-related fatalities in year 2017. This results in a 21.7% decrease from the 2014 baseline average of 64; however, this represents an increase over Maine's most recent annual number of 39. An increase in fatalities is not acceptable; therefore, the target derived from the five-year alternative baseline method is not acceptable.

Data points tend to fluctuate and since the number of 2014 speed-related fatalities is the lowest number in the current (2008-2014) time period, it is possible that subsequent data points could fluctuate upward. Maine intends to counteract this potential upward movement by maintaining the current number at 39 through 2017. The 2017 baseline will be 41 which is a decrease of 35.9% from the baseline of 64 set in 2014. Projects included in this highway safety plan for speed enforcement and supplies will help us to meet this target.

Performance Target: To maintain or decrease speeding related fatalities at the 2014 number of 39 through December 31, 2017.

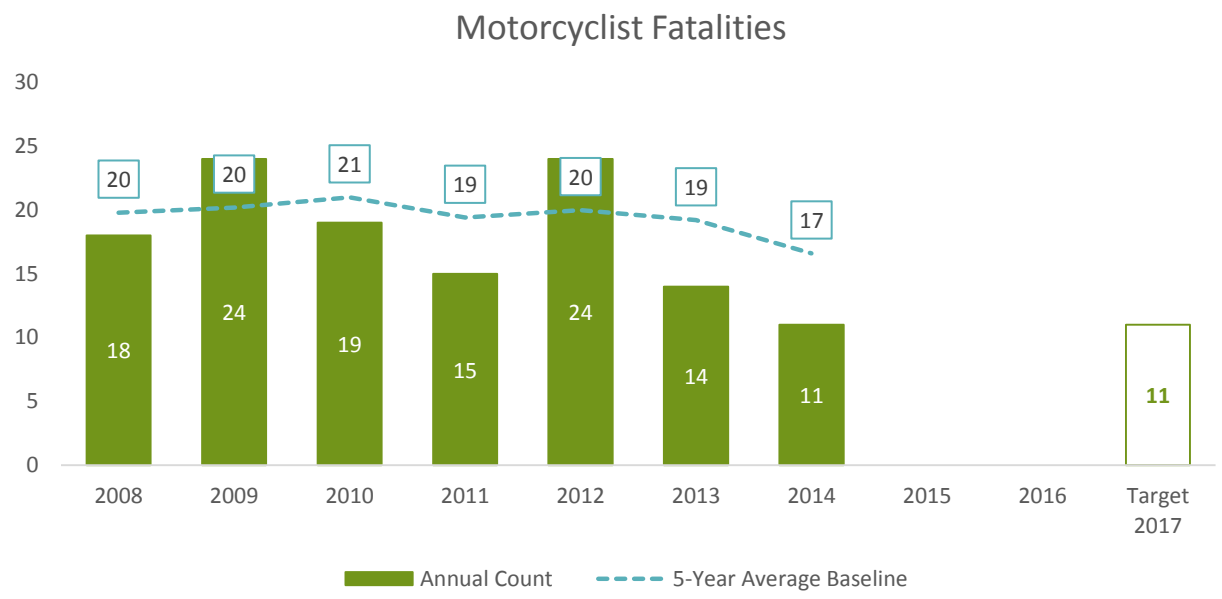
Source: FARS

C-7) Motorcyclist Fatalities (FARS)

Performance Target Justification: The five-year alternative baseline method indicates 13 motorcycle fatalities in year 2017. This is a 19.3% decrease from the 2014 baseline average of 17; however, this represents an increase over Maine's most recent annual number of 11. An increase in fatalities is not acceptable; therefore, the target derived from the five-year alternative baseline method is not acceptable.

Data points tend to fluctuate and since the 2014 number of motorcycle fatalities is the lowest number in the current (2008 - 2014) time period, it is possible that subsequent data points could fluctuate upward. Maine intends to counteract this by maintaining the current count at 11 through 2017. The 2017 baseline will be 12 which is a decrease of 29.4% from the baseline of 17 set in 2014. Providing education through earned and paid media will help to achieve this target.

Performance Target: To maintain or decrease motorcycle fatalities at the 2014 number of 11 through December 31, 2017.



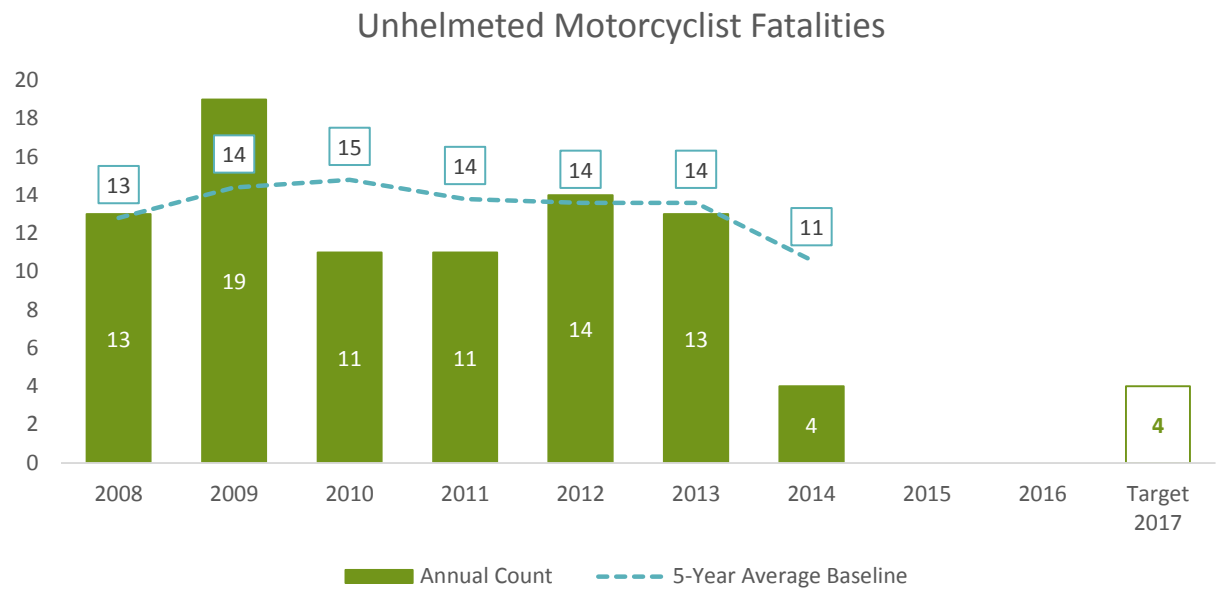
Source: FARS

C-8) Unhelmeted Motorcyclist Fatalities (FARS)

Performance Target Justification: The five-year alternative baseline method indicates eight unhelmeted motorcyclist fatalities in year 2017. This is a 28.7% decrease from the 2014 baseline average of eleven; however, this represents an increase over Maine's most recent annual number of four. An increase in fatalities is not acceptable; therefore, the target derived from the five-year alternative baseline method is not acceptable.

Data points tend to fluctuate and since the 2014 speed-related fatality number is the lowest in the current (2008 to 2014) time period, it is possible that subsequent data points could fluctuate upward. Maine intends to counteract this by maintaining the current count at four through 2017. The 2017 baseline will be six which is a decrease of 45.5% from the baseline of 11 set in 2014. Providing education through earned and paid media will help to achieve this target.

Performance Target: To maintain or decrease unhelmeted motorcycle fatalities at the 2014 number of four through December 31, 2017.



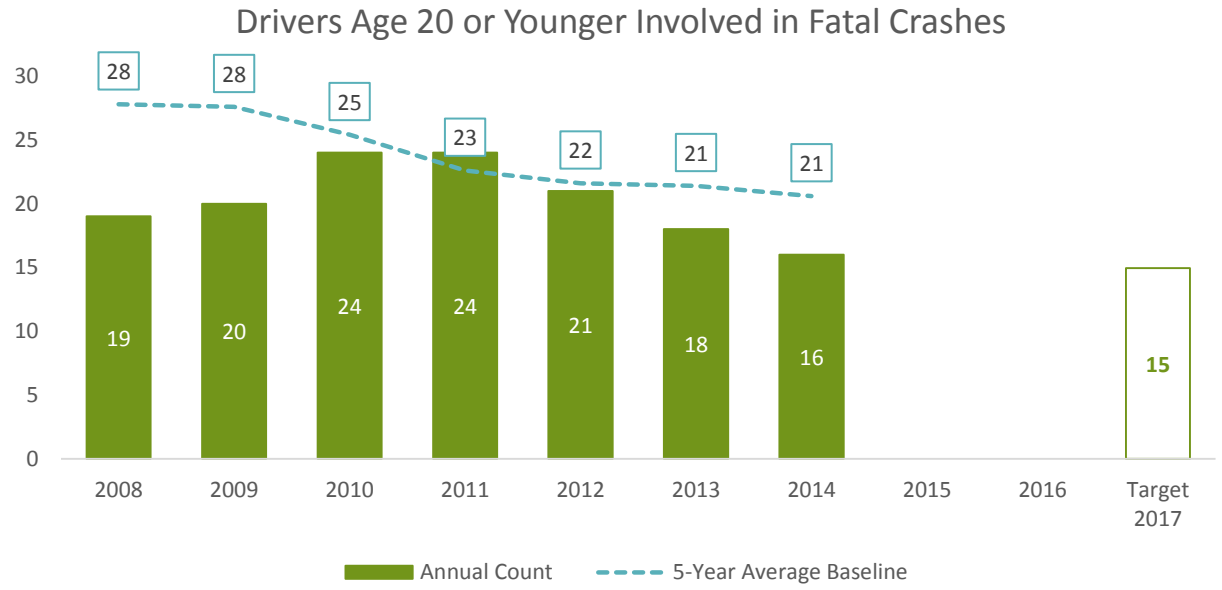
Source: FARS

C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

Performance Target Justification: This target was obtained using NHTSA's five-year alternative baseline method. A fatality count of 15 represents a decrease of 27.4% from the 2014 baseline of 21.

While individual data points have fluctuated over the past 10 years, the average number of drivers age 20 or younger involved in fatal crashes has nevertheless decreased over the past 10 years (as evidenced by the 5-year average). Maine intends to continue this decrease in the years to follow. Education and enforcement projects listed in this highway safety plan will help us achieve this target.

Performance Target: To decrease the number of drivers age 20 or younger involved in fatal crashes by 27.4% from the 2014 baseline average of 21 to 15 by December 31, 2017.



Source: FARS

C-10) Pedestrian Fatalities (FARS)

Performance Target Justification: This target was obtained using NHTSA's five-year alternative baseline method. A fatality count of nine represents a decrease of 10.5% from the 2014 baseline of 10, and the MeBHS believes this is an achievable goal.

Data points tend to fluctuate. The number of pedestrian fatalities demonstrates this tendency; over the past 10 years, pedestrian fatalities have ranged between 9 and 12 fatalities per year. Likewise, the five-year average has ranged between 10 and 11. The goal for 2017 fits within the low end of the range. Education through paid and earned media will help us to achieve this target.

Performance Target: To decrease the number of pedestrian fatalities by 10.5% from the baseline average of ten to nine by December 31, 2017.

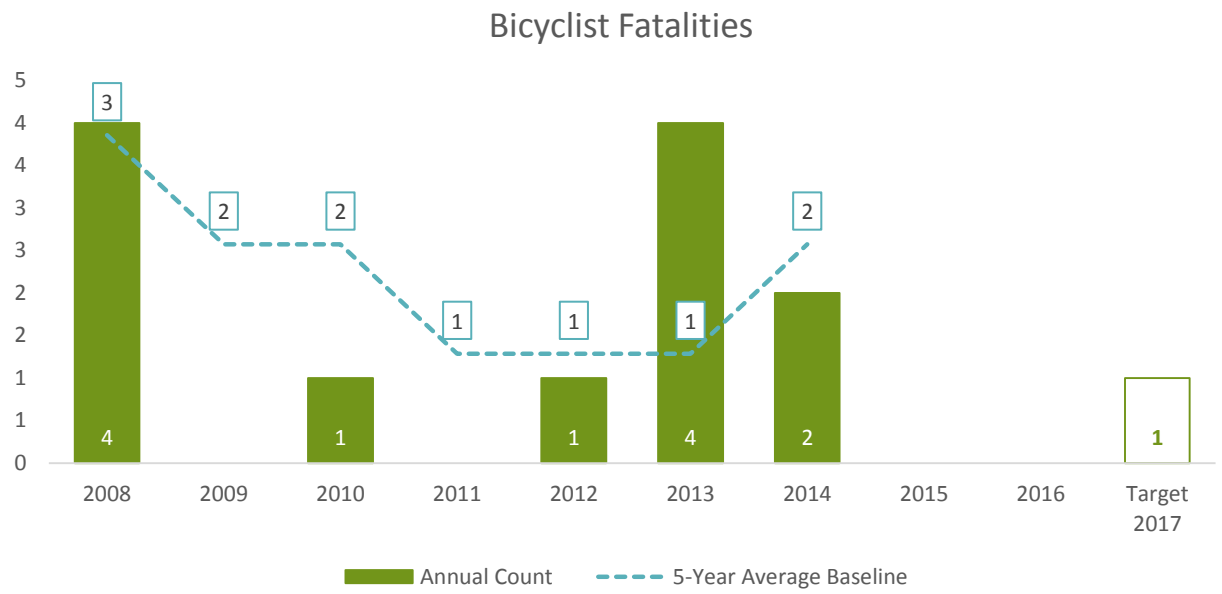
Source: FARS

C-11) Bicyclist Fatalities (FARS)

Performance Target Justification: The five-year alternative baseline method indicates 2.2 bicyclist fatalities in year 2017. This number represents a 36.1% increase in fatalities. An increase in fatalities is not a desirable outcome; therefore, the target derived from the five-year alternative baseline method is not acceptable.

The most recent year's number of two indicates the goal choice is limited to a goal of zero or one. In order to identify which of these counts represents the most realistic goal, data from the previous 10 years were examined. Specifically, three measures of central tendency were taken—the median, mean, and mode. These values were 1.50, 2.00, and 4.00, respectively. In light of these values (all in excess of one), a goal of one is selected. This is a 50% decrease from the 2014 baseline count of one. Education through earned and paid media will help us to achieve this target.

Performance Target: To decrease bicyclist fatalities by 50% from the 2014 baseline number of two to one by December 31, 2017.

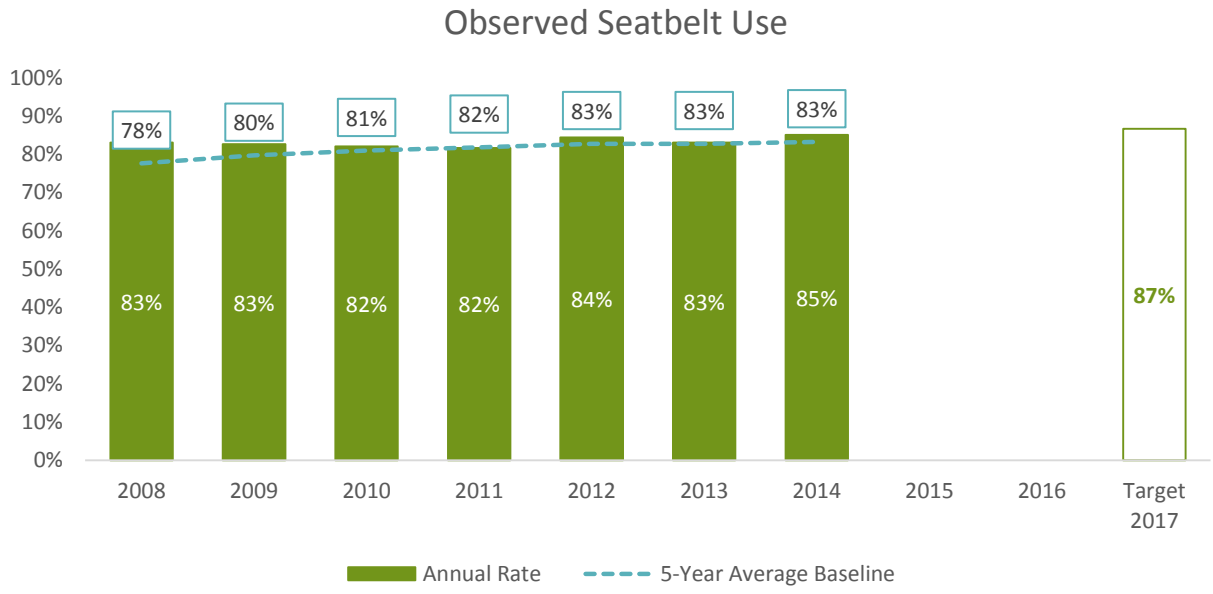


Source: FARS

B-1) Observed Seatbelt Use (Observation Study, University of Southern Maine)

Performance Target Justification: This target was obtained using NHTSA's five-year alternative baseline method. A seatbelt use rate of 87% represents an increase of 4.1% over the baseline rate of 83%, and the MeBHS believes this is an achievable goal.

Performance Target: To increase observed seatbelt use by 4.1% from the 2014 baseline average of 83% to 87% by December 31, 2017



Source: Observation Study, University of Southern Maine

NHTSA Core Safety Measures Summary Table

	CORE OUTCOME MEASURES	Timeframe	2010	2011	2012	2013	2014	2017 HSP Target
C-1	Traffic Fatalities (FARS)	Annual	161	136	164	145	131	137
		5-Year Average	169	159	155	153	147	
C-2a	Serious Injuries in Traffic Crashes (State Crash File)	Annual	783	894	982	862	816	761
		5-Year Average	876	853	853	851	867	
C-2b	Serious Injury in Traffic Crash Rate (State Crash File)	Annual	5.38	6.25	6.84	5.99	5.62	5.28
		5-Year Average	5.95	5.85	5.90	5.90	6.02	
C-3a	Fatalities/VMT (FARS/FHWA)	Annual	1.11	0.95	1.16	1.02	0.92	0.92
		5-Year Average	1.15	1.09	1.08	1.07	1.03	
C-3b	Rural Mileage Death Rate (FARS)	Annual	1.48	1.31	1.60	1.37	1.12	1.12
		5-Year Average	1.44	1.41	1.42	1.43	1.38	
C-3c	Urban Mileage Death Rate (FARS)	Annual	0.10	0.03	--	0.10	0.32	0.10
		5-Year Average*	0.37	0.26	0.21	0.13	0.14	
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	40	51	75	55	41	41
		5-Year Average	55	52	52	54	52	
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	40	23	50	41	44	37
		5-Year Average	49	43	40	40	40	
C-6	Speeding-Related Fatalities (FARS)	Annual	83	69	78	50	39	39
		5-Year Average	71	70	69	68	64	
C-7	Motorcyclist Fatalities (FARS)	Annual	19	15	24	14	11	11
		5-Year Average	21	19	20	19	17	
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	11	11	14	13	4	4
		5-Year Average	15	14	14	14	11	
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	24	24	21	18	16	15
		5-Year Average	25	23	22	21	21	
C-10	Pedestrians Fatalities (FARS)	Annual	12	10	9	11	9	9
		5-Year Average	11	11	11	11	10	
C-11	Bicyclist Fatalities (FARS)	Annual	1	0	1	4	2	1
		5-Year Average	2	1	1	1	2	
	CORE BEHAVIOR MEASURE	**Timeframe**	**2010**	**2011**	**2012**	**2013**	**2014**	**2017 HSP Target**
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	82%	82%	84%	83%	85%	87%
		5-Year Average	81%	82%	83%	83%	83%	

*In 2012, none of Maine's highways were designated as "urban." As a result, the urban death rate for 2012 is 0. Baseline averages for years 2012 to 2014 are four-year averages.

	ACTIVITY MEASURE	Timeframe	2010	2011	2012	2013	2014	2015
A-1	# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	Annual	9,856	3,332	2,796	3,485	4,274	3,386
		5-Year Average	7,501.0	6,458.8	5,726.2	5,223.8	4,748.6	3,454.6
A-2	# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	Annual	456	503	230	550	600	501
		5-Year Average	502.3	502.5	448.0	456.8	467.8	476.8
A-3	# of Speeding Citations Issued During Grant-Funded Enforcement Activities	Annual	11,732	2,382	1,232	4,853	4,764	8,712
		5-Year Average	6,860.7	5,741.0	4,839.2	5,017.2	4,992.6	4,388.6

	AREAS TRACKED NO PERFORMANCE GOALS SET	2010	2011	2012	2013	2014	2015
	Maine Total Crashes	27,883	28,652	28,507	30,466	30,510	31,860
	Lane Departure Crashes (Head-On, Run Off Rd Left & Right)	8,483	8,832	9,374	9,293	9,297	9,478
	Lane Departure Fatalities (Head-On, Run Off Road Left & Right)	114	105	118	99	99	96
	Involved 16-24 Crashes	9,109	8,953	8,917	9,066	9,533	9,436
	Involved 16-24 Fatalities	41	33	41	33	20	17

2.2 Evidence Based Traffic Safety Enforcement Program

MeBHS has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program. Maine incorporates an evidence-based approach in its statewide enforcement program through the following components:

Data Driven Problem Identification

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described earlier in this plan. The data analyses are designed to identify the high risk population in crashes and who, what, when, where and why crashes are occurring. Problem identification is summarized in the statewide and individual program area sections of this HSP.

All enforcement agencies receiving MeBHS grant funding must also take a data driven approach to identifying the enforcement issues in their jurisdictions. Data documenting the highway safety issue must be included in the funding application submitted to MeBHS, along with proven strategies and countermeasures that will be implemented and evaluated to address the problem.

Implementation of Evidence-Based Strategies

MeBHS uses a combination of enforcement checkpoints and saturation patrols, both of which can be found in the most recent edition of NHTSA's, *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices.* The methodology will include enforcement of traffic laws pertaining to, but not limited to, adult and child occupant protection, speeding, and distracted and impaired driving coupled with enforcement patrols that saturate an identified area or region and are advertised in the local media.

Maine's data show that York, Penobscot, Cumberland, Hancock, Washington, and Somerset Counties have the highest number of impaired driving fatal crashes. In FFY2015, MeBHS established a new regional impaired driving enforcement team in Penobscot County to increase saturation patrols. This effort will continue in FFY2017 with a goal of adding additional RIDE teams.

Continuous Monitoring

MeBHS Program Managers will use progress reports, and conduct desk and on-site monitoring to ensure grant funded law enforcement projects are effective. Monthly or quarterly progress reports will be required from each agency receiving grant funding to ensure both understanding and achievement of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the area and times worked and the number of tickets issued. MeBHS uses the Maine Crash Reporting System to monitor crashes and fatalities and will advise law enforcement if there are increases or decreases that would require a change in strategy in a particular jurisdiction. This continuous follow-up will allow for subtle or major adjustments thereby ensuring the best use of resources to address the stated priority traffic safety problem(s).

2.3 Update on FY2016 Traffic Safety Core Performance Measures

All performance targets are updated with the most current data available.

C-1) Traffic Fatalities (FARS): To decrease traffic fatalities by 10.5% from the 2009-2013 five year average of 153 to 136.94 by December 31, 2016

- Preliminary traffic fatality average (2011-2015): 146.4

C-2a) Serious Traffic Injuries (State Crash Data Files): To decrease serious injuries by 10.5% from the 2009-2013 five year average of 850.80 to 761.47 by December 31, 2016

- Preliminary serious injury average (2011-2015): 864.4

C-3a) Mileage Death Rate (FARS): To decrease the mileage death rate by 8.6% from the 2013 baseline average of 1.03 to 0.94 by December 31, 2016

- Preliminary mileage death rate (2011-2015): 1.05

C-4) Unrestrained Passenger Vehicle Occupant Fatalities (FARS): To maintain (or decrease) unrestrained passenger vehicle occupant fatalities from 56 to 56 by December 31, 2016

- Preliminary unrestrained passenger vehicle occupant fatalities (2015): 53

C-5) Alcohol Impaired Driving Fatalities (FARS): To decrease alcohol impaired driving fatalities by 28.6% from the 2013 baseline average of 34 to 25 by December 31, 2016

- Preliminary alcohol impaired driving fatalities (2015): 47

C-6) Speeding Related Fatalities: To maintain (or decrease) speeding related fatalities from 49 to 49 by December 31, 2016

- Preliminary speeding related fatalities (2015): 60

C-7) Motorcyclist Fatalities (FARS): To maintain (or decrease) motorcycle fatalities from 13 to 13 by December 31, 2016

- Preliminary motorcycle fatalities (2015): 32

C-8) Unhelmeted Motorcyclist Fatalities (FARS): To decrease unhelmeted motorcycle fatalities by 19.7% from the 2013 baseline average of 12 to 10 by December 31, 2016

- Preliminary unhelmeted motorcycle fatalities (2015): 25

C-9) Drivers Age 20 or Younger Involved in Fatal Crashes (FARS): To maintain (or decrease) the number of drivers age 20 or younger involved in fatal crashes from17 to 17 by December 31, 2016

- Preliminary number of drivers 20 and younger involved in fatal crashes (2015): 13

C-10) Pedestrian Fatalities (FARS): To maintain (or decrease) pedestrian fatalities average of 10 to 10 by December 31, 2016

- Preliminary pedestrian fatalities (2015): 19

C-11) Bicyclist Fatalities (FARS): To maintain or decrease bicyclist fatalities baseline average of 2 to 2 by December 31, 2016

- Preliminary bicyclist fatalities (2015): 0

B-1 Belt Use Rate: To increase observed seat belt use by 1.9% from the 2013 baseline average 83% to 85% by December 31, 2016

- Preliminary rate of observed seat belt use (2015): 85.5%

UPDATE ON OTHER FY 2016 TRAFFIC SAFETY TARGETS

Distracted Driving Performance Target: To reduce distracted driving related fatalities by 10.5% from the 5 year average of 14 (2009-2013) to 12.53 by December 31, 2016

- Preliminary number of distracted driving related fatalities (2011-2015): 56

Mature Drivers Performance Target: To decrease the number of mature driver fatalities by 10% from the 5 year average of 37 (2009-2013) to 33.3 by December 31, 2016

- Preliminary mature driver fatality average (2011-2015): 20

Paid Advertising Performance Target: To increase the resident recall percentage of our safety message media by 10% from 55% in the fall of 2013 to 60.5% by fall 2016

- Preliminary recall percentage (spring 2016): 42%

Traffic Records Crash Timeliness: .

The state will show measureable progress using the following method: The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period of April 1, 2014 to March 31, 2015 and a current period of April 1, 2015 to March 31, 2016. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30, 2015 (baseline) and April 30, 2016 (current).

Numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

There were 38,811 crash reports during the baseline period with an average timeliness of 7.5 days. There were 37,935 crash reports during the current period with an average timeliness of 6.69 days.

Traffic Records Crash Accuracy: The baseline period is from April 1, 2014 to March 31, 2015 limited to reports entered into the database by April 30, 2015.

The current performance period is from April 1, 2015 to March 31, 2016 limited to reports entered into the database by April 30, 2016.

Numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

The baseline period had 12 reports with critical errors plus 38,799 reports with no errors for a total 38,811 reports resulting in an accuracy of 99.97%.

The current period had 3 reports with critical errors plus 37,932 reports with no errors for a total 37,935 reports resulting in an accuracy of 99.992%.

The result is an increase in accuracy of 0.022%.

3.0 Highway Safety Strategies and Projects for FFY 2017

3.1 Planning & Administration

The Planning & Administration (P&A) program area outlines the activities and associated costs necessary for the overall management and operations of the MeBHS, including, but not limited to:

- Identifying the state's most significant traffic safety problems
- Prioritizing problems and developing methods for distribution of funds
- Developing the annual Highway Safety Plan and Annual Report
- Recommending individual grants for funding
- Developing planned grants
- Monitoring and evaluating grant progress and accomplishments
- Preparing program and grant reports
- Conducting grantee performance reviews
- Increasing public awareness and community support of traffic safety and appropriate behaviors that reduce risk
- Participating on various traffic safety committees and task forces
- Promoting and coordinating traffic safety in Maine
- Creating public awareness campaigns and providing staff spokespersons for all national and state campaigns, including Child Passenger Safety Week, Drive Sober or Get Pulled Over, Teen Driver Week, etc.
- Conducting trainings for applicable grant personnel
- Applicable salaries and state costs

Performance Targets

The goal of the P&A program is to provide management, supervision, and support services for the activities of the Maine traffic safety program.

P&A Performance Target #1:

Developing a consolidated S. 402 and S. 405 coordinated Highway Safety Plan to submit to NHTSA by July 1

P&A Performance Target #2:

Submitting an annual performance report to NHTSA by December 31

Projects

Project Number:	PA17-001
Project Title:	Planning and Administration Costs
Project Description:	This project will fund applicable contracts and staff salaries and expenses that are directly related to the planning, development, coordination, monitoring, auditing, reporting and evaluation of the MeBHS Highway Safety Plan, Annual Report, programs, grants, and sub grants. Funds are used for allowable expenses related to the operation of the office, such as supplies, postage, printing, travel, dues and other appropriate costs. This project also funds staff attendance and participation on committees, and trainings (including NHTSA TSI Courses), meetings, and conferences related to MeBHS' mission; and in-state monitoring of subgrantees. Time certification records are completed on a monthly basis by staff funded through this project.
Project Justification:	Administrative costs are allowable under S. 402.
Project Cost:	$400,043.72 (S. 402)
Grantee:	MEBHS Administrative

Project Number:	PA17-002
Project Title:	Grants Management System
Project Description:	One of the MeBHS' primary functions is to provide federal grant funds to sub grantee recipients for projects that will have an immediate impact in the community for a specific priority program area. The MeBHS is responsible for the proper financial oversight and management of federal funds. Funds for this project will support the final development, implementation; and annual maintenance of the Maine GMIS (web-based grants management system). This new system will streamline the submission process for subgrant applications, reimbursement requests, NHTSA vouchers, and necessary supporting documentation. The MeBHS is moving from a Microsoft Access based tracking system to a web-based system. A vendor was awarded the project in FFY 2015 and development of this project is nearly complete. This is a multi-year development and implementation project.
Project Justification:	23 CFR 1200.4(b)(1-6) and 49 CFR Part 18.20(a)(1-2)
Project Cost:	$244,000.00 (S. 402)
Grantee:	MeBHS Administrative

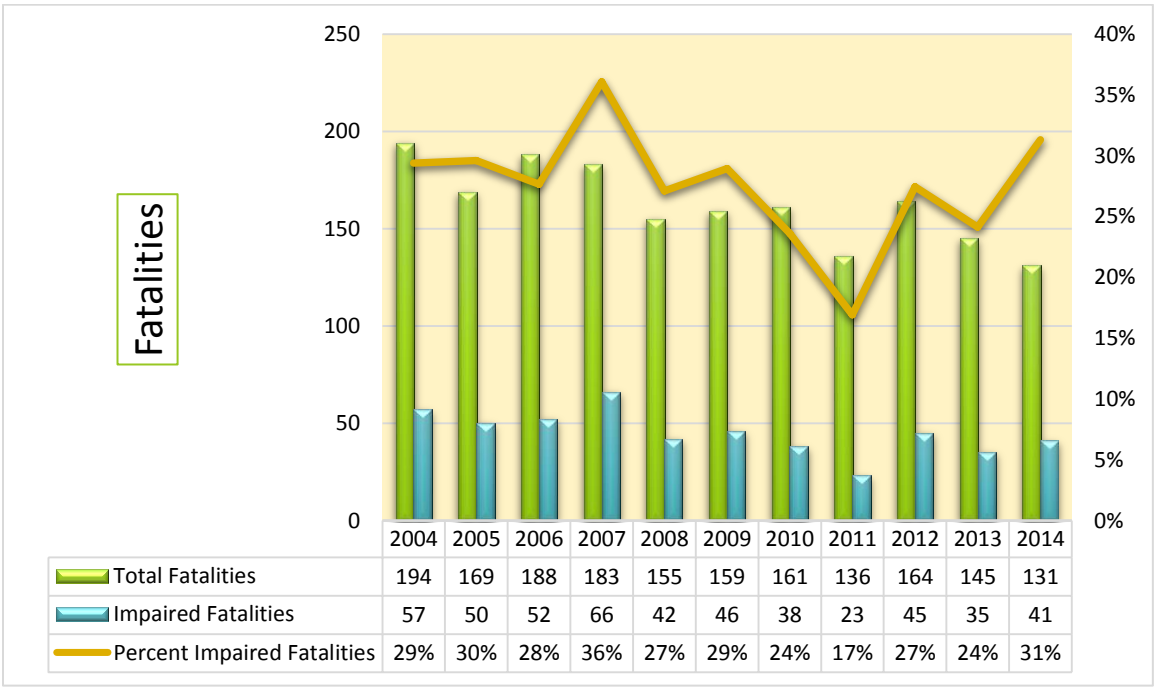
Project Title	Project Number	Budget	Source
Planning and Administration Costs	PA17-001	$400,043.72	S. 402
Grants Management System	PA17-002	$244,000.00	S. 402
Total		**$644,043.72**	

3.2 Impaired Driving

A driver is considered to be alcohol impaired when his/her blood alcohol concentration (BACs) is .08 grams per deciliter (g/dL) or higher. Thus, any fatal crash involving a driver with a BAC of .08 g/dL or higher is considered to be an alcohol impaired driving crash, and fatalities occurring in those crashes are considered to be alcohol impaired driving fatalities. The term *driver* refers to the operator of any motor vehicle, including a motorcycle. Over the last decade, the national percentage of fatalities involving an alcohol impaired driver (BAC ≥ .08) has hovered around 32%.

In Maine, the proportion of fatalities involving an alcohol-impaired driver exceeded the national rate for just one year, 2007, when the rate reached 36%. From 2007 to 2014, the rate declined, reaching a low of 17% in 2011. According to the latest FARS data, the alcohol impaired fatality rate in Maine has matched or fallen below the national average from 2011-2014.

In 2014, there were 131 motor vehicle fatalities in Maine. Of these, 41 fatalities (34%) involved an alcohol impaired driver with a BAC of .08 or greater. The fatality rate for impaired driving was 0.31 fatalities per 100 million vehicle miles traveled compared to the national rate of .33 fatalities per 100 million vehicle miles traveled.



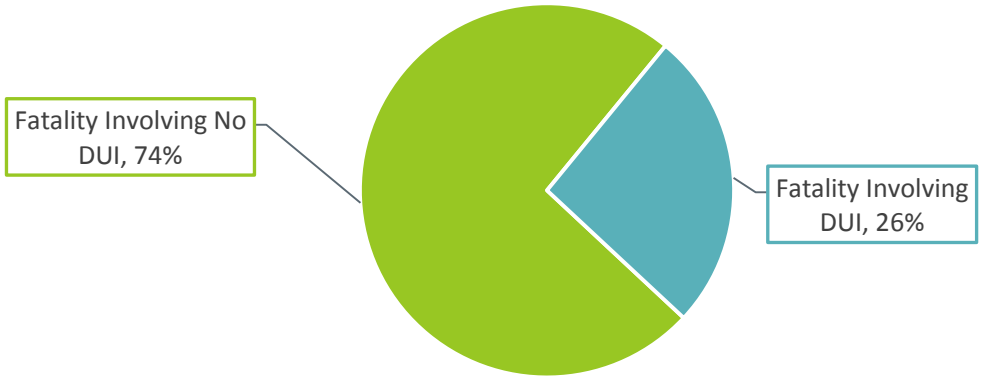
	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Total Fatalities	194	169	188	183	155	159	161	136	164	145	131
Impaired Fatalities	57	50	52	66	42	46	38	23	45	35	41
Percent Impaired Fatalities	29%	30%	28%	36%	27%	29%	24%	17%	27%	24%	31%

Source: FARS

Facts

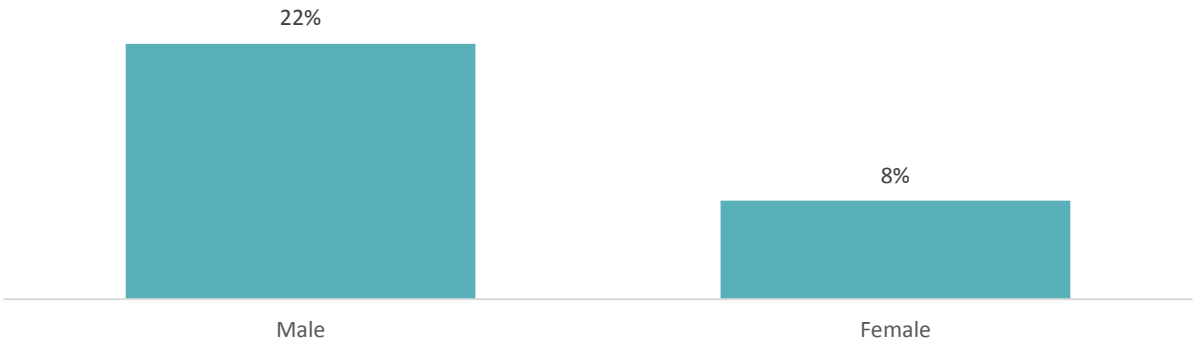
- There were 170 Operating Under the Influence (OUI) fatal crashes involving 174 impaired drivers between 2010 and 2014.
- There were 192 OUI-related fatalities during this same time period.
- 26% of all fatalities involved an impaired driver.
- 18% of all drivers involved in fatal crashes were impaired.

Putting Impaired Driving Fatalities in Perspective



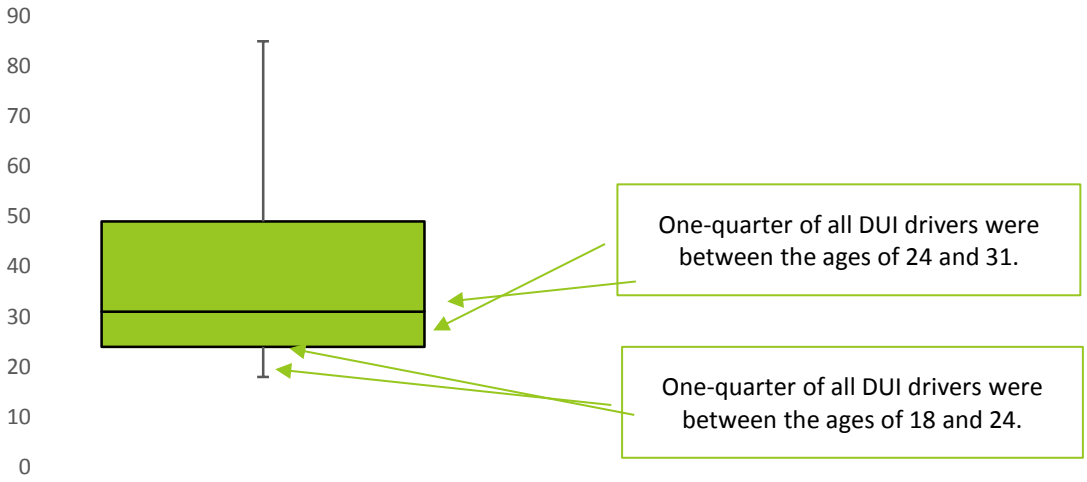
Impaired Driving and Gender

While 18% of all drivers involved in fatal crashes were operating under the influence, a higher proportion of male drivers involved in fatal crashes were operating under the influence (22%) compared to female drivers (8%).



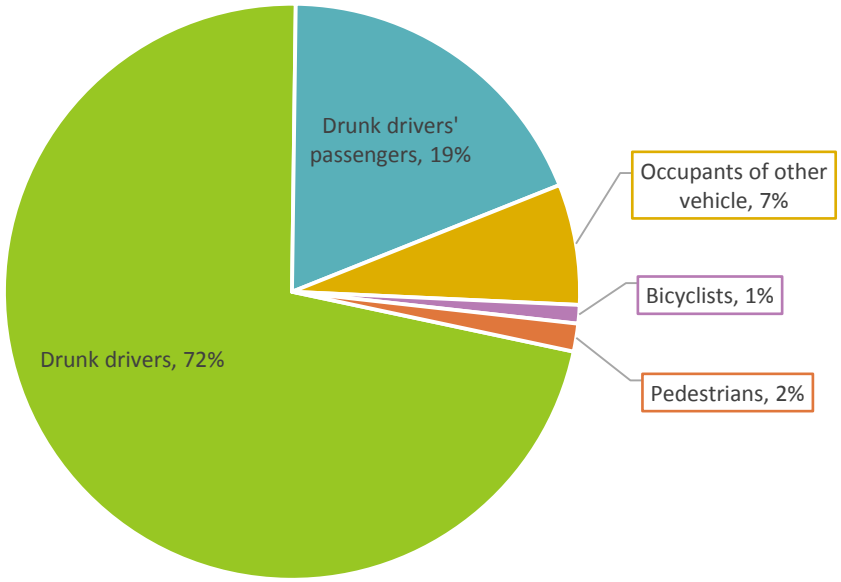
Impaired Driving and Age

The median age of drivers operating under the influence in fatal crashes was 31, meaning half of the impaired drivers were younger than 31 and half were older. One-quarter of all drivers operating under the influence were between the ages of 18 and 24, and one-quarter were between the ages of 24 and 31. These are dense distributions compared to the remaining two quartiles, which together span the ages of 31 to 85; as such, safety messages will be targeted to the bottom two age quartiles.



Who Dies?

Crashes involving impaired driving resulted in 192 fatalities from 2010 - 2014. The majority of these fatalities (72%) involved the loss of life for the impaired driver. An additional 19% of fatalities involved the impaired drivers' passengers. This suggests that 91% of the risk associated with impaired driving is borne by impaired drivers and their passengers. An additional 9% of fatalities were occupants of other vehicles, pedestrians, and bicyclists.



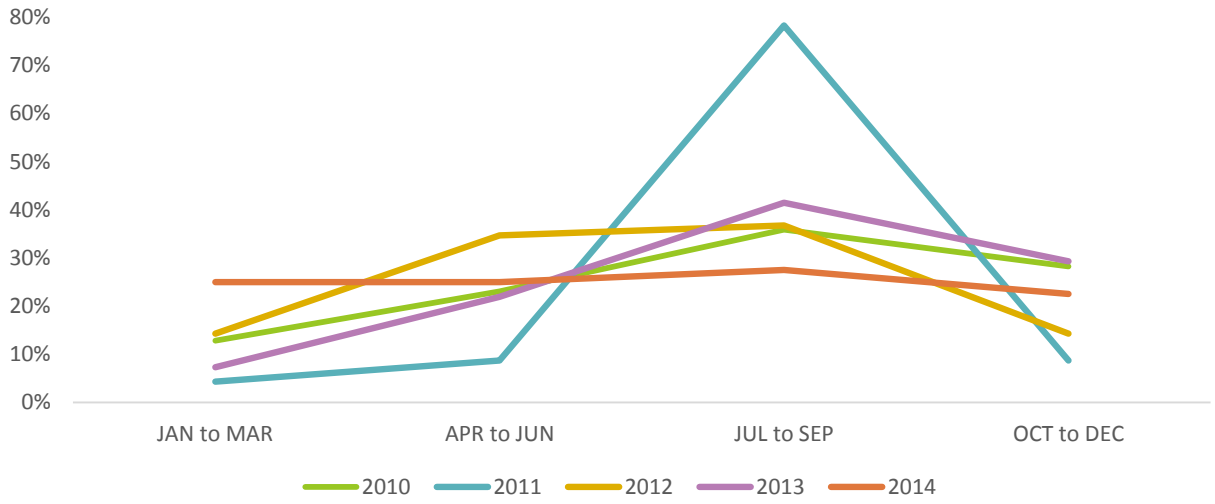
OUI Fatalities and Fatality Rates by County

With an average of 38 OUI fatalities per year over the 2010 to 2014 time period, Maine had an annual OUI fatality rate of 2.7 fatalities per million miles travelled. When analyzing the data by county, Washington, Somerset, and Hancock had the highest OUI fatality rates at 5.3, 5.2, and 4.9, respectively. While these three counties had the highest *rates*, in terms of *actual numbers*, York, Penobscot, and Cumberland had the most OUI fatalities at an average of 6.0, 5.0, and 3.8 per year, respectively.

County	VMT (100M Miles)	Average # of DUI Fatalities per Year		DUI Fatality Rate (per 100M Miles)	
		#	Rank	#	Rank
Androscoggin	9.2	2.4	6	.26	12
Aroostook	7.2	2.0	8	.28	10
Cumberland	30.5	3.8	3	.12	16
Franklin	3.4	1.4	11	.41	4
Hancock	7.0	3.4	4	.49	3
Kennebec	14.4	2.2	7	.15	14
Knox	3.5	1.2	13	.34	7
Lincoln	3.7	1.4	11	.37	5
Oxford	5.6	2.0	8	.36	6
Penobscot	16.9	5.0	2	.30	9
Piscataquis	1.7	0.4	16	.24	13
Sagadahoc	4.6	0.6	15	.13	15
Somerset	6.5	3.4	4	.52	2
Waldo	4.0	1.2	13	.30	8
Washington	3.8	2.0	8	.53	1
York	2.4	6.0	1	.27	11
Total	**144.3**	**38.4**	--	**.27**	--

OUI Fatalities by Quarter

On average, there were 38 OUI-related fatalities per year from 2010 - 2014, and these fatalities were more likely to occur between July and September (41%). However, the proportion varied considerably by year, 78% of fatalities occurring between July and September in 2001, and 28% in 2014. Despite the variation, the July to September time segment contained a higher proportion of fatalities than any of the remaining three quarters for **all** years between 2010 and 2014.



Performance Targets

Impaired Driving Performance Target #1:

To decrease alcohol impaired driving fatalities by 5.9% from the 2014 baseline average of 40 to 37 by December 31, 2017.

Projects

Project Number:	AL17-001
Project Title:	Program Management and Operations
Project Description:	Costs under this program area include allowable salaries and travel for highway safety program coordinators, clerical support personnel and impaired driving operating costs e.g., printing, supplies, state indirect rates, and postage, RTV insurance, storage and supply equipment directly related to this program area.
Project Justification:	Administrative Costs are allowable under S. 402
Project Cost:	$ 250,000.00(S.402)

Project Number: 2017-17AL

Project Title: Regional Impaired Driving Task Force Teams (RIDE)

Project Description: Funds will support overtime costs and supplies to continue support of the enforcement efforts by Regional Impaired Driving Enforcement (RIDE) Teams. Approximately 20 officers are necessary to conduct the proposed enforcement details. RIDE Teams will be focusing their efforts during the summer months on the five counties with the greatest number of alcohol-impaired crashes: Cumberland, York, Somerset, Penobscot, and Handcock.

These Regional Teams conduct saturation patrols and sobriety checkpoints in selected locations (using evidence based traffic safety methods) throughout identified jurisdictions. Exact patrol locations are determined and agreed upon by the program coordinator and Law Enforcement Liaison in partnership with individual RIDE administrators. MeBHS monitors the successes of the grant as it is being conducted to determine if modifications need to be implemented to insure the activity is producing results.

Project Justification: CTW, Eighth Edition 2015:

2.1: "Publicized Sobriety Checkpoint Programs"

2.2 "Publicized Saturation Patrol Programs"

2.5 "Integrated Enforcement"

Project Cost: $300,000.00(S. 405d)

Grantee: Law Enforcement Agency TBD in Cumberland County

Law Enforcement Agency TBD in York County

Law Enforcement Agency TBD in Somerset County

Law Enforcement Agency TBD in Sagadahoc County

Law Enforcement Agency TBD in Penobscot County

Law Enforcement Agency TBD in Hancock County

Project Number: 2017-17AL

Project Title: Maine State Police SPIDR Team

Project Description: The State Police Impaired Driving Reduction Enforcement Team (SPIDRE) is comprised of members of the Maine State Police that are proficient in NHSTA Standardized Field Sobriety Training. Many will have completed

ARIDE and several are certified as Drug Recognition Experts. The team will consist of a team leader and 25 team members statewide.

The SPIDRE Team will increase OUI saturation patrols and checkpoints statewide, with a focus on scheduled events where there is a significant potential for impaired drivers. The team leader will be a liaison within the Traffic Safety Unit to work with other agencies. The Maine Bureau of Highway Safety Roadside Testing Vehicle (RTV) and message trailers will be utilized when assisting other departments at various events and OUI checkpoints throughout the state.

Project Justification: CTW, Eighth Edition 2015:

2.1: "Publicized Sobriety Checkpoint Programs"

2.2 "Publicized Saturation Patrol Programs"

2.5 "Integrated Enforcement"

Project Cost: $150,000.00 (S. 405d)

Grantee: Maine State Police

Project Number: 2017-17AL

Project Title: Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs

Project Description: The Maine State Police (MSP), local law enforcement and the MeBHS will be reimbursed for all necessary RTV operational and maintenance expenses including supplies and equipment, overtime for the trooper(s) working the RTV activities (estimated at $65 per hour for 2000 hours) , overtime for municipal law enforcement officers for operation of the vehicle (estimated $55/hour for 300 hours, fuel maintenance , and monthly fees associated with storage (estimated at $3600) tolls, radio , and WiFi . This project benefits all Maine law enforcement agencies.

Project Justification: CTW, Eighth Edition 2015:

2.1: "Publicized Sobriety Checkpoint Programs"

2.2 "Publicized Saturation Patrol Programs

2.5 "Integrated Enforcement"

Project Cost: $150,000.00 (s. 402)

Grantee: Maine Department of Public Safety

Project Number:	2017-17AL
Project Title:	Traffic Safety Resource Prosecutor
Project Description:	A Traffic Safety Resource Prosecutor (TSRP) facilitates a coordinated, multi-disciplinary approach to the prosecution of traffic crimes with a strong focus on impaired driving. Funds will continue to support the full-time TSRP position, which assists Maine law enforcement, prosecutors, motor vehicle hearings examiners, DHHS lab technicians, and other state agencies with training, investigation and prosecution of traffic safety and impaired driving-related crimes. The TRSP will also assist with the implementation and coordination of the Impaired Driving Special Prosecutors (IDSPs) within selected prosecutorial districts in Maine. The TSRP is encouraged by NHTSA and proven effective in the fight against impaired driving.
Project Justification:	CTW, Eighth Edition 2015: 3.1 "DWI Courts"
Project Cost:	$155,000.00 ($130,755.36 s. 410 & $24,244.64 s. 405d)
Grantee:	ME BHS Administrative

Project Number:	2017-17AL
Project Title:	Evidence Based Impaired Driving High Visibility Enforcement Campaigns • *Drive Sober Maine!* • *NHTSA Drive Sober or Get Pulled Over*
Project Description:	This project will support dedicated overtime costs for selected law enforcement agencies (LEA's) to participate in impaired driving enforcement details and checkpoints including those that support NHTSA's national campaigns in August and December. The "*Drive Sober, Maine!"* campaign is designed to further address the impaired driving problem in Maine outside of the two-week national campaigns during the months of April to September, based on an analysis of crash and fatality data involving alcohol and discussed in the preceding pages Agencies will be awarded grant funds using project selection and data analysis methods previously discussed in this plan.
Project Justification:	CTW, Eighth Edition 2015: 2.1: "Publicized Sobriety Checkpoint Programs" 2.2 "Publicized Saturation Patrol Programs 2.5 "Integrated Enforcement"
Project Cost:	$1,428,234.48 (S.405d)
Participating LEA's:	Refer to **Appendix D** for the list of participating LEA's

Project Number:	2017-17AL
Project Title:	Specialized Law Enforcement Training (Impaired)
Project Description:	This project funds the specialized training and equipment necessary for law enforcement officers to detect, apprehend, and prosecute motorists suspected of operating under the influence of alcohol and/or drugs. The Maine Impaired Driving Task Force has identified that a best practice methodology for OUI investigation dictates a three-pronged approach: (1) the NHTSA approved curriculum in Standardized Field Sobriety Testing (SFST) which is mandatory for all new police officers trained at the Maine Criminal Justice Academy's Basic Law Enforcement Training Program; (2) the Advanced Roadside Impairment Driving Enforcement (ARIDE) program offered to experienced patrol officers who desire better awareness of OUI drug cases; and (3) The Drug Recognition Expert (DRE) program for those police officers who excel in OUI Enforcement. In addition to providing the basic funding for instructors, materials and supplies, this project provides travel expenses for DRE candidates to complete their field certifications in more densely populated States to ensure they meet the proficiency requirements without undue delay. This project also funds attendance at the annual DRE conference critical for keeping DRE's current and proficient in utilizing best practices. The MeBHS recognizes the need to increase DREs and is actively working toward that goal. These projects are administered jointly with the Maine DRE and impaired driving training coordinator at the Maine Criminal Justice Academy (MCJA). This project will also reimburse the MCJA for 10 Portable Breath Testing Instruments to be used in LEO training of impaired driving detection.
Project Justification:	CTW, Eighth Edition 2015: 2.0 "Deterrence" 7.1 "Enforcement in Drugged Driving"
Project Cost:	$125,000.00 (S. 402)
Grantee:	Maine Criminal Justice Academy

Project Number:	2017-17AL
Project Title:	Maine Annual Impaired Driving Summit
Project Description:	The Governors Highway Safety Association (GHSA) supports elevating drugged driving to a national priority and calls upon states to implement strategies in drugged driving detection, enforcement, and prosecution. Substance-impaired driving should be approached as a single issue with comprehensive policies that address alcohol, illicit/illegal drugs, prescriptions, and over-the-counter medications. In partnership with AAA, MeBHS intends to increase awareness of this growing issue by hosting an annual summit similar to the successful 2015 and 2016 summits. The date and location will be determined upon contract negotiation with AAA. The project opportunity will be released upon approval of this Plan.
Project Justification:	The 2016 Impaired Driving Summit was attended by over 200 people. Several out of state national speakers presented at the conference. CEU's were granted to eligible participants in the legal field. A survey was conducted to measure the attendance and effectiveness of the Summit. Responses indicated a need for a yearly summit. The goal is to increase the attendance of the 2017 Impaired Driving Summit and to encourage greater judicial and legislative attendance. The Summit generated a significant amount of earned media and the after-event survey provided useful recommendations for ongoing annual summits in Maine.
Project Cost:	$35,000.00 (S.402)
Grantee:	AAA Northern New England

Project Number:	2017-17AL
Project Title:	Maine State Police Impaired Driving Coordinator
Project Description:	This project supports the continuation of one Maine State Police Trooper FTE position within the Maine State Police (MSP) Traffic Safety Unit. This position assists the MeBHS and the MSP with the creation, administration and improvement of various traffic safety programs aimed at reducing impaired driving. This position works closely with various partners and committees such as the MeBHS, MCJA, BMV, Impaired Driving Task Force, LEL and TSRP, to deliver the best possible impaired driving reduction products and information that save lives. This will include, but not be limited to, the DRE program, blood technician program, OUI/SFST instruction, ARIDE, impaired driving enforcement, educational speaking engagements, PSAs, awareness and prevention programs and monitoring of legislative issues. This position will also be responsible for other duties as assigned by the Sergeant or the Commanding Officer of the Traffic Safety Unit.
Project Justification:	CTW, Eighth Edition 2015:

2.0 Deterrence

Project Cost: $150,000.00 (s. 402 & s. 405d)

Grantee: Maine State Police

Project Number: 2017-17AL

Project Title: Law Enforcement Call-Out Reimbursement

Project Description: This project supports the combined efforts of the Maine Impaired Driving Task Force. The lack of available on-duty Drug Recognition Experts (DREs) and phlebotomy trained personnel results in the inability to properly investigate OUI cases, both alcohol and drugs. Many law enforcement agencies express a reluctance to allow overtime because of funding. Without trained personnel performing the investigation, a proper foundation cannot be established for prosecution. This project increases the availability of DREs and phlebotomy trained personnel by reimbursing overtime expenses.

Project Justification: Reimbursement for specialized officers started with the FFY 2015 Plan and has increased in participation each year. Agencies are more inclined to allow their specialized officers to assist in impaired efforts if the overtime expenses are being reimbursed. Prosecutors are more likely to aggressively prosecute OUI cases when the proper evidence is gathered to create a solid legal foundation.

Project Cost: $75,000.00 (s.402 & s. 405d)

Grantee: MeBHS

Project Number: 2017-17AL

Project Title: Judicial Outreach Liaison

Project Description: This funding will support a Judicial Outreach Liaison (JOL) position if approved by the State in FFY 2017. The JOL is responsible for developing a network of contacts with judges and judicial educators to promote judicial education related to sentencing and supervision of OUI offenders, court trial issues, and alcohol/drug testing and monitoring technology. In addition, the JOL makes presentations at meetings, conferences, workshops, media events and other gatherings that focus on impaired driving and other traffic safety programs. The JOL identifies barriers that hamper effective training, education or outreach to the courts and recommends alternative means to address these issues and concerns. With the help of the Traffic Safety Resource Prosecutor, the JOL achieves uniformity with regard to impaired driving prosecution throughout Maine.

Project Justification: CTW, Eighth Edition 2015:

	3.1 “DWI Courts”
	3.2 “Limits on Diversion and Plea Agreements”
	3.3 “Court Monitoring”
	3.4 “Sanctions”
Project Cost:	$225,000.00 (S. 405d)
Grantee:	MeBHS

Project Number:	2017-17AL
Project Title:	Local Prosecutor Training: “Impaired Driving Enforcement Investigation in Maine: An Overview for Prosecutors”
Project Description:	Maine’s Traffic Safety Resource Prosecutor (TSRP) and the Maine State Police Impaired Driving Reduction Trooper have collaborated to create a two-day class aimed at local Maine Prosecutors. The class presents the concepts and principles employed by law enforcement officers in OUI investigation; including alcohol and drug impairment, chemical testing, fatal motor vehicle investigation and relevant Maine case law. The class is accredited by the Maine Board of Bar Overseers for continuing legal education credits. This training was held in four different prosecutorial districts last year. It was well received and requested again this year by prosecutors. The goal is to continue to provide this class to all of the prosecutorial districts in Maine. Funding covers lodging and travel, materials, and supplies.
Project Justification:	CTW, Eighth Edition 2015:
	7.1 “Enforcement of Drugged Driving”
	7.2 “Drugged Driving Laws”
Project Cost:	$35,000.00 (S.405d)
Grantee:	MeBHS

Project Number:	2017-17AL
Project Title:	Lethal Weapon Training and NTLC
Project Description:	This project will increase Maine’s ability to prosecute lethal weapon cases, which include impaired driving-related vehicular homicide cases. The funds will be used to cover the costs associated with delivery of the National District Attorneys Association “Lethal Weapon” training to include printing/ materials, travel, and registration fees for the District Attorneys participating in the program. The location, date, and time are to be determined.
Project Justification:	CTW, Eighth Edition 2015:

7.1 “Enforcement of Drugged Driving”

7.2 “Drugged Driving Laws”

Project Cost: $25,000.00 (S.405d)

Grantee: MeBHS

Project Number: 2017-17AL

Project Title: Law Enforcement Phlebotomy Technicians (LEPT)

Project Description: Law enforcement experiences difficulty in obtaining qualified medical personnel to draw blood within a time frame that is required for OUI prosecution. This project provides for the training of law enforcement officers to become Phlebotomy Technicians through instruction from a qualified vendor. Funding is used for necessary consultant fees and training supplies

Project Justification: Many health care providers are reluctant to assist in drawing blood for testing to support OUI prosecution. Training law enforcement officers for this function alleviates these concerns, reduces the time frame necessary from stop to test, and addresses chain of custody issues resulting in better cases for prosecution. Similar projects in other states have proven effective in increasing the number of drug and alcohol prosecutions. This project remains relatively new for Maine, but we anticipate more law enforcement agencies will send officers to the training as the issue of drugged driving becomes more widely recognized.

CTW, Eighth Edition 2015:

7.1 “Enforcement of Drugged Driving”

Project Cost: $60,000.00 (S.405d)

Grantee: MeBHS with Vendor TBD

Project Number: 2017-17AL

Project Title: Blood Drug Testing Fees and Training for Lab Chemists

Project Description: Blood Drug Testing is critical for prosecutors to obtain OUI convictions. In the past Maine outsourced blood drug testing at considerable expense. Outsourcing also creates logistical problems as the prosecution has to adhere to Confrontation Clause requirements and obtain out-of-state laboratory personnel and experts to testify. The Maine Health and Environmental Testing Lab now has state-of-the-art testing equipment and is ready to move forward with creating and implementing blood drug testing regimes that will withstand legal scrutiny. Maine is taking an aggressive stance against drugged drivers by increasing the Drug Recognition Expert and Phlebotomy Technician programs.

This project provides funds for testing blood samples at the Maine Test Lab and out of state lab(s) which enhances the prosecutor's ability to withstand challenges by the defense. The experts needed to testify are now readily available and are not cost prohibitive, which results in aggressive prosecution and more favorable outcomes. (Estimated cost is 3,745 tests at $400 per test). This project also funds annual training for one S.O.F.T. certified lab chemists (estimated at $2,000.00)

Project Justification: CTW, Eighth Edition 2015:

7.1 "Enforcement of Drugged Driving"

Project Cost: $1,500,000.00 (S.405d)

Grantee: Maine Health and Environmental Testing Laboratory

Project Number: 2017-17AL

Project Title: Impaired Driving Special Prosecutors

Project Description: This project sustains three and creates two additional Impaired Driving Special Prosecutors (IDSP) who will provide full-time, traffic safety prosecution to selected Maine district attorney offices.

An IDSP is a member in good standing of the Maine bar with knowledge, education and experience in the prosecution of OUI crimes. The IDSP works directly with selected Maine prosecutorial districts to assist with the prosecution of OUI crimes. A one-year site placement agreement for the IDSP will be based upon evidence based data with participating Maine prosecutors.

The IDSPs in all three counties participated in the State DRE School, Impaired Driving Summit and basic law enforcement academy Standardized Field Sobriety Testing School. Some prosecutors went on ride-alongs with local law enforcement to observe impaired driving arrests in person and others have started a state brief bank containing impaired driving related briefs on repeated evidence and trial issues. All the IDSPs have worked closely and communicate regularly with Maine's TSRP in grappling with some of the issues Maine faces in OUI enforcement and prosecution. This multi-jurisdictional effort has increased the ability of all prosecutors in Maine to more efficiently handle their OUI caseload.

In fact, the program has proven so useful that two additional counties in Maine have requested funding for an IDSP. The counties are York and Kennebec. Placing IDSPs in these two counties would increase prosecutorial abilities to the majority of the population and OUI caseload in Maine.

Funds will support reimbursement for the IDSPs to attend two out-of-state conferences which will enhance their special knowledge and training. One

IDSP from each county will be selected to attend the national TSRP training and the national DRE Conference.

Project Justification: CTW, Eighth Edition 2015:

7.2 “Drugged Driving Laws”

Project Cost: $550,000.00 (S.405d)

Grantee: Maine Office of the Attorney General

Project Title	Project Number	Budget $	Source
Program Management and Operations	2017-17AL	$250,000.00	S. 402
Regional Impaired Driving Task Force Teams (RIDE)	2017-17AL	$300,000.00	S.405d
Maine State Police SPIDR Team	2017-17AL	$150,000.00	S.405d
Impaired Driving Roadside Testing Vehicle (RTV) Operational Costs	2017-17AL	$150,000.00	S. 402
Traffic Safety Resource Prosecutor	2017-17AL	$155,000.00	S. 410 & 405d
Evidence Based Impaired Driving High Visibility Enforcement Campaigns	2017-17AL	$1,478,234.48	S.405d
Specialized Law Enforcement Training (Impaired)	2017-17AL	$125,000.00	S.402
Maine Annual Impaired Driving Summit	2017-17AL	$35,000.00	S. 402
Maine State Police Impaired Driving Coordinator	2017-17AL	$150,000.00	S. 402 & 405d
Law Enforcement Call-Out Reimbursement	2017-17AL	$75,000.00	S. 402 & 405d
Judicial Outreach Liaison	2017-17AL	$225,000.00	S. 405d
Local Prosecutor Training: “Impaired Driving Enforcement Investigation in Maine: An Overview for Prosecutors”	2017-17AL	$35,000.00	S. 405d
Lethal Weapon Training. NTLC	2017-17AL	$25,000.00	S. 405d
Law Enforcement Phlebotomy Technicians (LEPT)	2017-17AL	$60,000.00	S. 405d
Blood Drug Testing Fees and Training for Lab Chemists	2017-17AL	$1,500,000.00	S. 405d
Impaired Driving Special Prosecutors	2017-17AL	$550,000.00	S. 405d
Subtotal		*$625,000.00*	*S. 402*
		$130,755.36	*S. 410*
		$4,507,479.12	*S. 405d*
Total		**$5,263,234.48**	

3.3 Occupant Protection & Child Passenger Safety

The goal of Maine's Occupant Protection Program is to increase safety belt use by drivers and passengers, thereby decreasing motor vehicle crash deaths and injuries resulting from lack of proper restraint. In 2014, there were 56 unrestrained occupant fatalities in Maine, which represented 51% of all fatalities.

From 2004 to 2008, Maine's seat belt usage rate increased, peaking at 83% in 2008. In the years following, the rate remained relatively stable. In 2014, the rate increased to 85.0% and increased again in 2015 to 85.5%. Data from the annual seat belt use survey is used to identify specific areas of focus.

According to the 2015 survey, there is a significant difference in seat belt use rates between males and females with 79.5% of male drivers wearing seat belts, compared to 87.2% of female drivers.

Gender and Status	Seatbelt Use Rate 2015
Male Drivers	79.5%
Male Passengers	71.9%
All Males	78.4%
Female Drivers	87.2%
Female Passengers	91.6%
All Females	88.2%

The 2015 observational study shows that drivers of pickup trucks have a below average observed seat belt use rate, which suggests this demographic group should continue to be a focus area.

Vehicle Type	Seatbelt Use Rate in 2015
Cars	85.6%
SUVs	86.6%

Trucks	71.6%
Vans	86.7%

Through research and data provided by MeDOT, the MeBHS has identified the following counties with high concentrations of unbelted severe injury crashes and fatalities: Aroostook, Cumberland, Hancock, Kennebec, Oxford, Penobscot, Somerset, and York.

The MeBHS has consistently used enforcement as a tool to identify unrestrained occupants and plans to participate in the *Click It or Ticket (CIOT)* high visibility enforcement campaign in FFY 2017. Several police agencies, including Maine State Police (MSP), participated in the 2014, 2015 and 2016 *CIOT* campaign. Even though the MeBHS has seen an increase in the number of law enforcement departments participating in the CIOT campaign, unbelted fatalities continue to be a problem. Maine averaged 53 unbelted fatalities a year from 2010 to 2014.

MeBHS plans on increasing its seat belt enforcement grant opportunity in FFY 2017. In the past MeBHS has offered a grant that encompassed the two-week national CIOT Campaign, but unbelted fatalities occur year round. MeBHS will increase its two-week campaign to encompass multiple months that will be determined through data analysis and research.

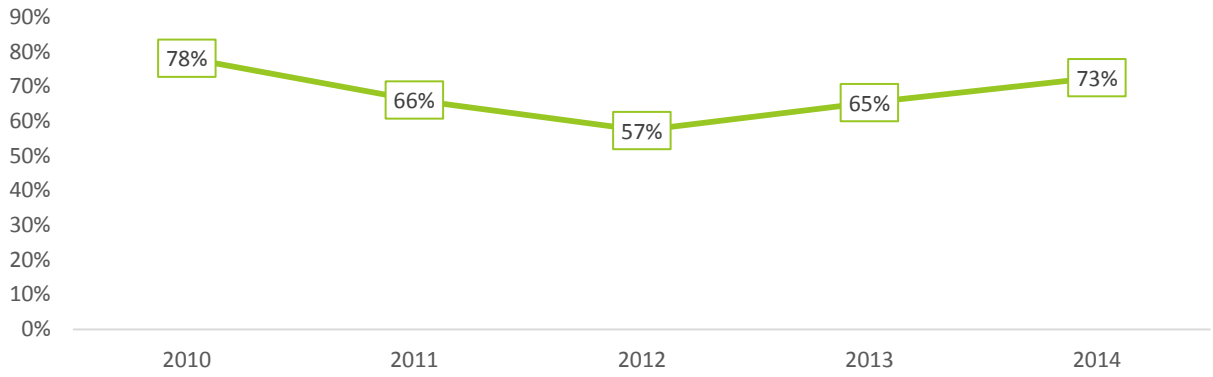
The MeBHS has consistently promoted the national CIOT message to educate the motoring public about Maine's enforcement efforts. The message is law enforcement are looking for unbelted drivers and will issue tickets. MeBHS works with media vendors to promote CIOT through television, radio sports and marketing campaigns. The latter includes *You've Been Ticketed* events, conducted at Portland Sea Dogs, Maine Red Claws, and the University of Maine Black Bears sporting events.

Facts

- Between 2010 and 2014, 33% of those involved in fatal crashes were not wearing seat belts.
- The proportion of occupants involved in fatal crashes who were wearing seat belts varied from a low of 57% in 2012 to a high of 78% in 2010.
- 63% of males involved in fatal crashes were wearing seat belts compared to 76% of females.

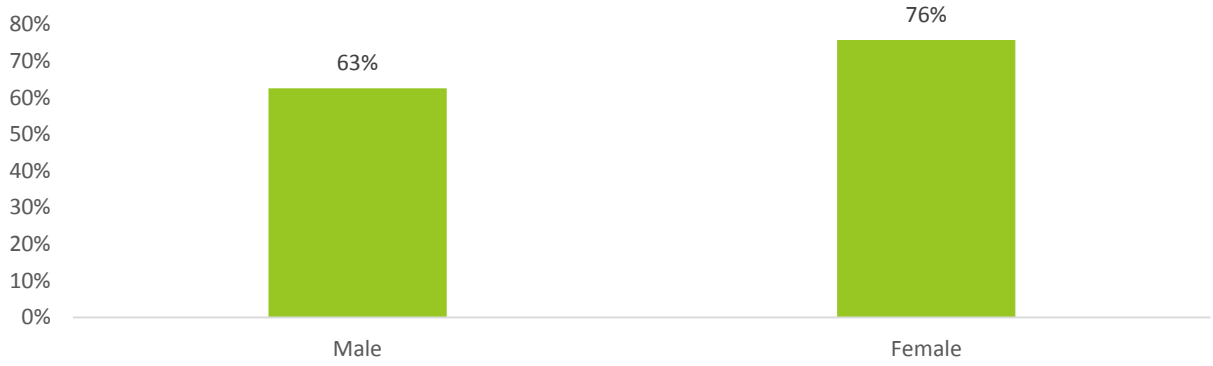
Seat Belt Use in Fatal Crashes

While 67% of occupants involved in fatal crashes between 2010 and 2014 were wearing seat belts, that rate varied from one year to another. The lowest rate of 57% happened in 2012, while the highest rate of 73% occurred in 2012.



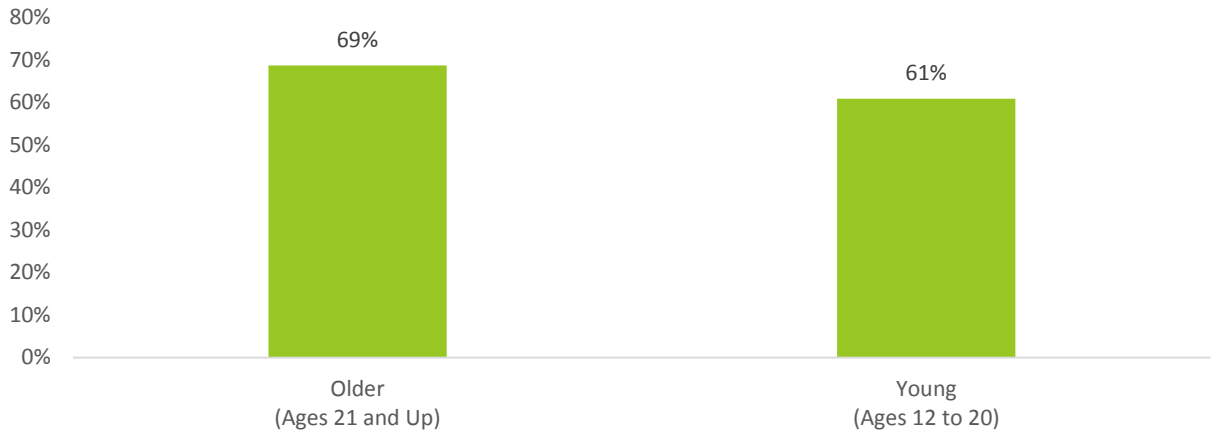
Seat Belt Use and Gender

Seat belt use varied by occupant gender. Approximately 76% of females involved in fatal crashes were wearing seat belts compared to 63% of males.



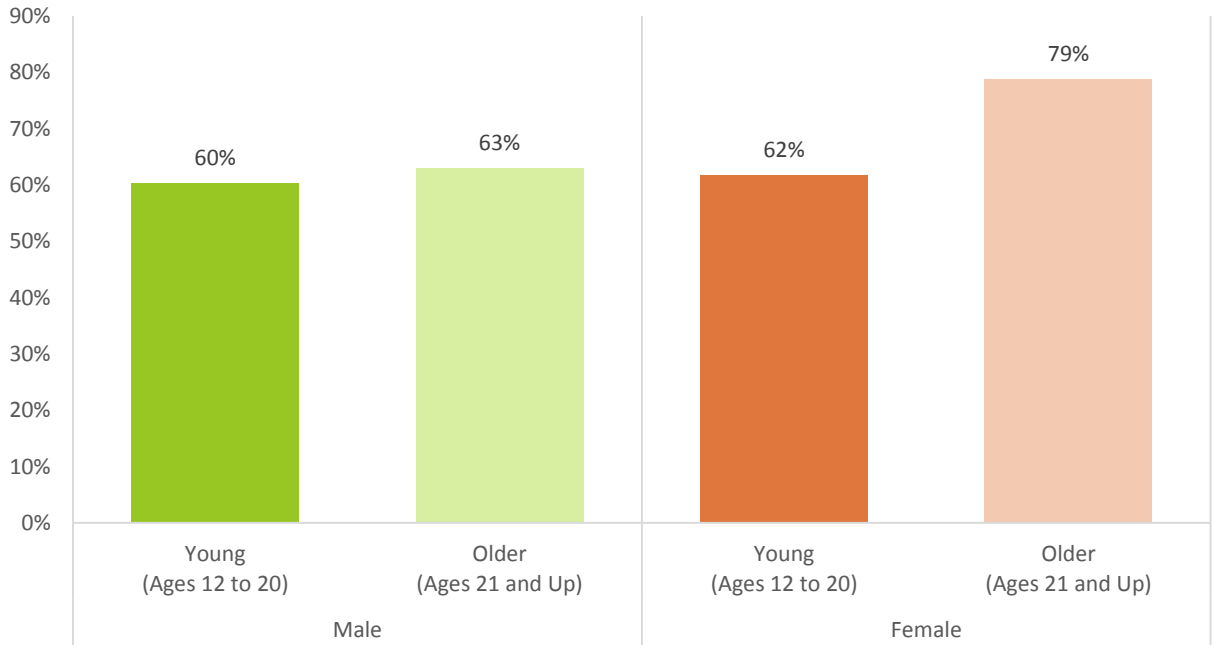
Seat Belt Use and Young Occupants

There was also a difference in distribution between young vehicle occupants (those 20 years of age and younger) and their older counterparts. Approximately 69% of older occupants involved in fatal crashes were wearing seat belts compared to 61% of younger occupants.

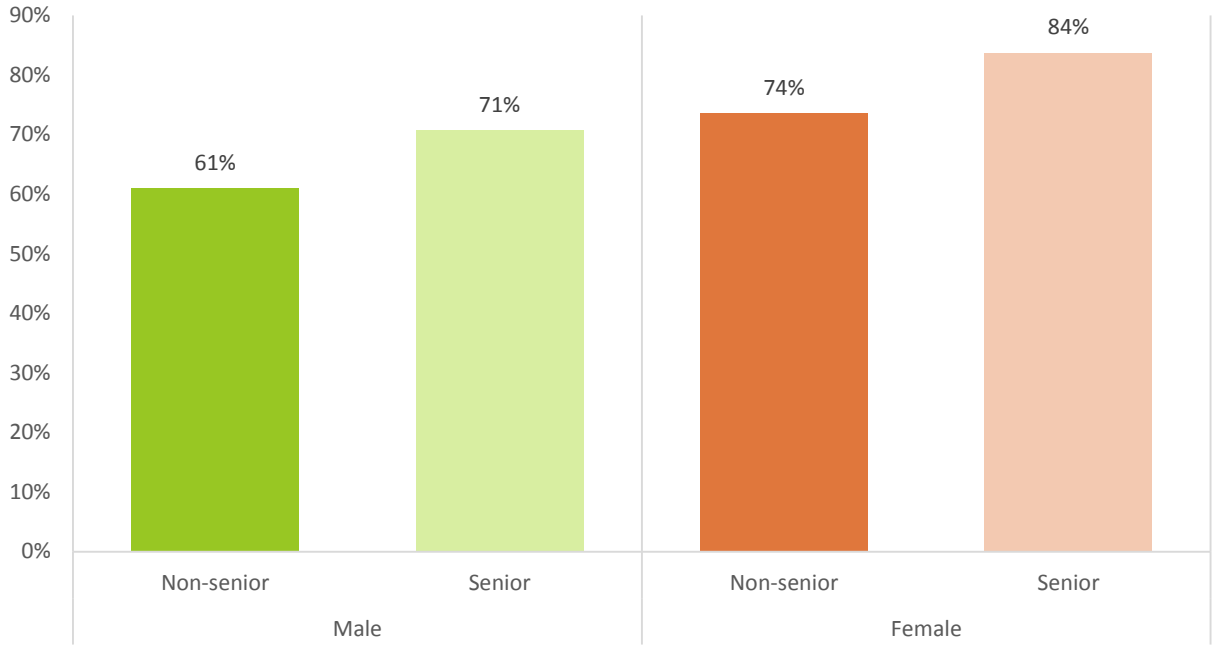


Seat Belt Use by Gender and Age

When seat belt use is analyzed in terms of both gender and age, young males were the least likely to buckle up. Approximately 60% of young males involved in fatal crashes were wearing seat belts, followed by older males and young females, at 63% and 62%, respectively. Older females were the most likely to buckle up, at 79%.

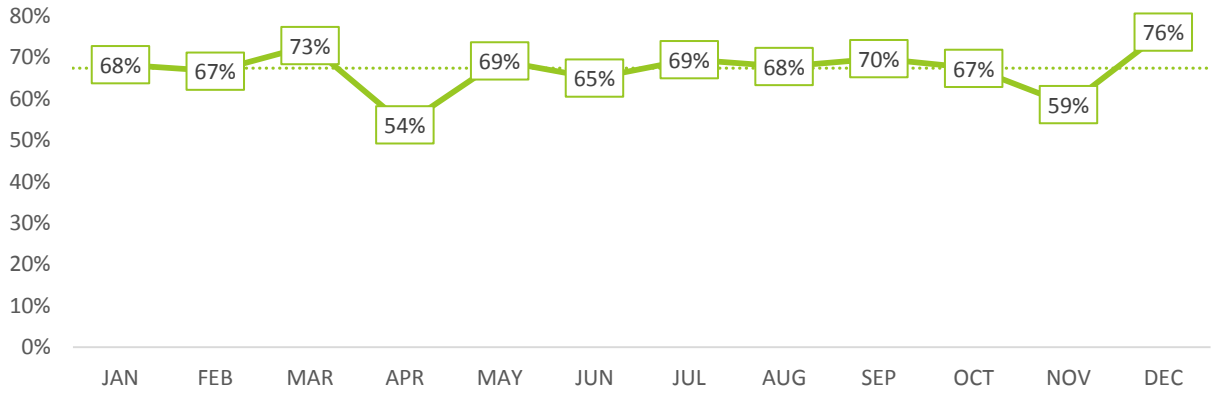


While the gender difference might be expected to disappear when occupants reach 65 years of age and older, it does not. Approximately 71% of older males involved in fatal crashes were buckled up compared to 84% of older females.



Seat Belt Use by Month

Seat belt use varied slightly depending on time of year. A smaller proportion of people involved in fatal crashes were wearing seat belts during April and November. On average, 67% of occupants involved in fatal crashes were buckled up; during the month of April, only 54% of occupants were, while 59% were buckled up in November.



Unbelted Fatality Rates by County

With an average of 52 unbelted fatalities per year from 2010 through 2014, Maine had an annual unbelted fatality rate of .36 per 100 million miles travelled. This rate varied by county, however. Lincoln, Franklin, and Somerset Counties had the highest unbelted fatality rates at 8.0, 7.7, and 7.1, respectively. While these three counties had the highest *rates*, in terms of *actual numbers*, Penobscot,

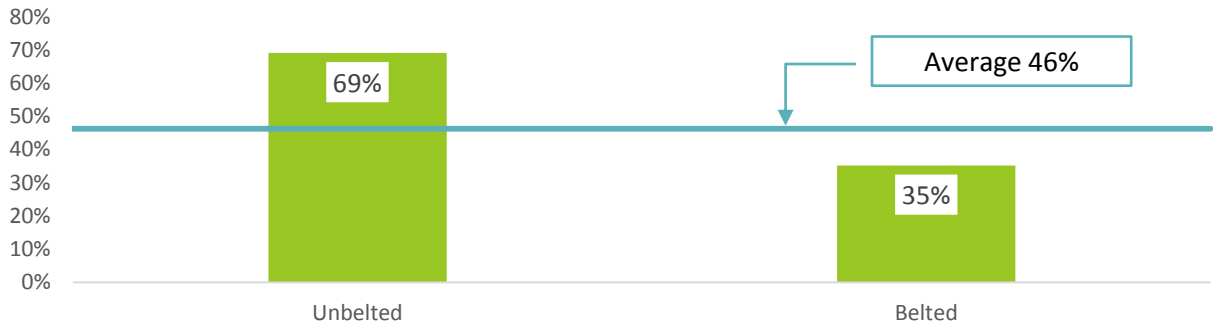
York, and Cumberland had the most unbelted fatalities at an average of 6.4, 5.6, and 5.4 per year, respectively.

County	VMT (100M Miles)	Average # Unbelted Fatalities per Year		Unbelted Fatality Rate (per 100M Miles)	
		#	Rank	#	Rank
Androscoggin	9.2	2.6	9	.28	13
Aroostook	7.2	3.6	7	.50	6
Cumberland	30.5	5.4	3	.18	16
Franklin	3.4	2.6	9	.77	2
Hancock	7.0	4.8	4	.69	5
Kennebec	14.4	4.6	5	.32	11
Knox	3.5	1.0	15	.28	14
Lincoln	3.7	3.0	8	.80	1
Oxford	5.6	1.8	12	.32	10
Penobscot	16.9	6.4	1	.38	8

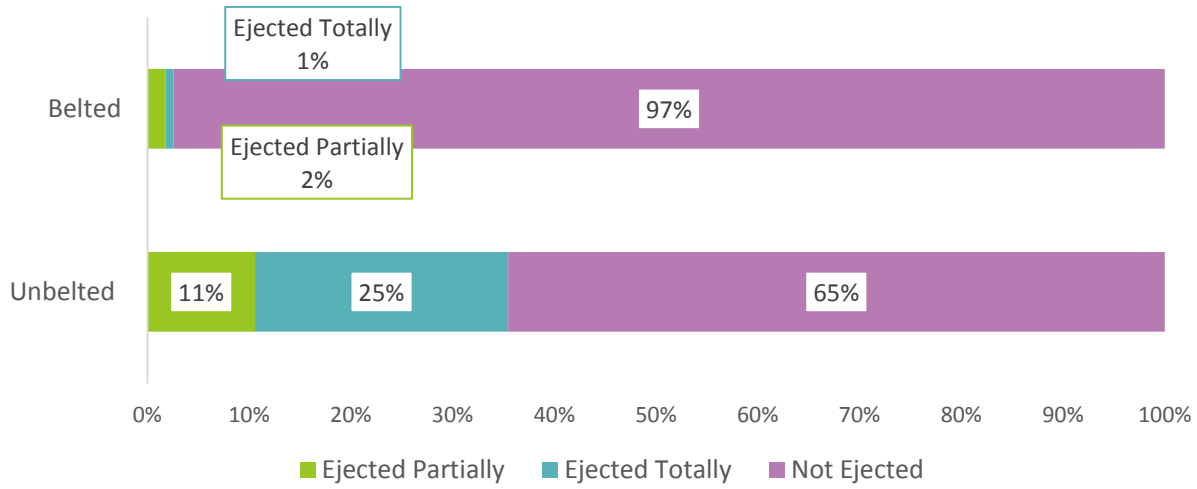
Piscataquis	1.7	0.8	16	.47	7
Sagadahoc	4.6	1.4	13	.31	12
Somerset	6.5	4.6	5	.71	3
Waldo	4.0	1.4	13	.35	9
Washington	3.8	2.6	9	.69	4
York	22.4	5.6	2	.25	15
Total	**144.3**	**52.2**		**.36**	

Seat belt Usage and Fatalities

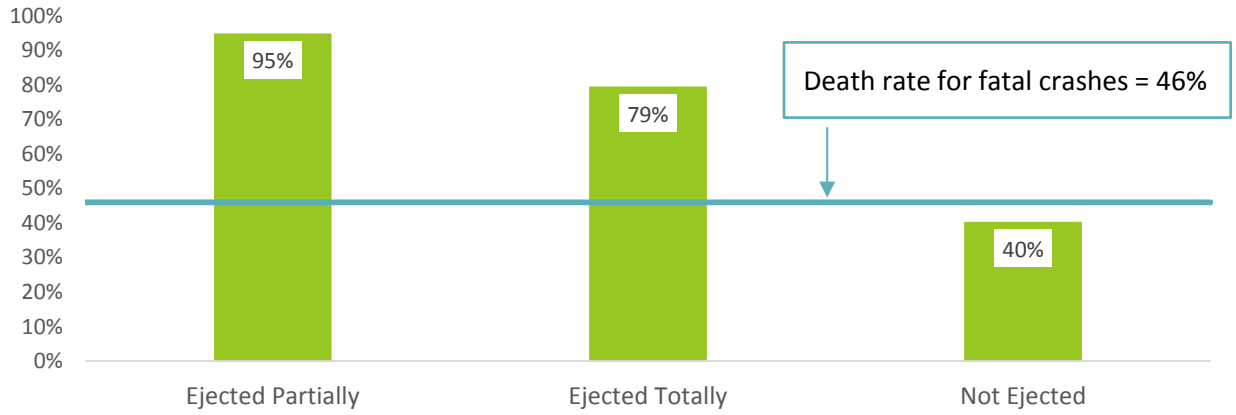
Approximately 46% of all people involved in fatal crashes between 2010 and 2014 died, but unbelted occupants died at more than double the rate (69%) of belted occupants (35%). Seat belt use is a factor in determining who does and does not survive a fatal crash.



Seat belts help prevent occupants from being ejected during a fatal crash. Approximately 36% of those who were not belted were ejected from their vehicles during a fatal crash, while only 3% of those who were belted were ejected.



Ejection, in turn, results in a much higher probability of death. While 40% of those who were not ejected nevertheless died, the rates were much higher for those who were totally or partially ejected. These rates were 79% and 95% respectively.



Occupant Protection Plan

MeBHS is committed to continuing the progress made in FFY 2016. Maine is categorized as a *Lower Belt Rate Use State* at 85% in 2014. Maine is a primary seat belt use law state and a copy of the applicable statute(s) is available upon request. Entering into FFY 2017, Maine continues to provide consistent, efficient and sustained programmatic oversight of the state's Occupant Protection (OP) program. The staff will utilize the 2014 Occupant Protection assessment to evaluate critical information, recommendations; and advisories for the continued development and management of an effective occupant protection program. In FFY2017, MeBHS will provide funding to the MSP and other law enforcement agencies for enforcement of the occupant protection laws in each of Maine's sixteen counties. In coordination with the 2014 SHSP, MeBHS continues to foster strong relationships with federal, state and local partners, as well as seek out new highway safety partners.

MeBHS, in collaboration with its partners, developed an Occupant Protection Task Force in FFY 2016. MeBHS works closely with the state's media contractor to create, design, and disseminate media messaging that effectively promotes the lifesaving importance of seat belt use. The targeted messages

will remind those who have not been persuaded to utilize appropriate occupant protection devices, with an emphasis on young males who reside in rural areas.

Child Passenger Safety Technician Plan

MeBHS continues to expand its active network of child passenger safety distribution and inspection sites. Child passenger safety seats are issued monthly and tracked in a distribution database that includes the number of caregivers and children serviced along with the particular car seat type issued; corresponding distribution information gathered; with detailed recipient information. Additional reporting provided by partner distribution site technicians include current car seat type inventory totals which must be provided before car seats may be approved and ordered by MeBHS.

Approximately 842 child passenger safety seats were distributed to income eligible families; however, the demand for these seats continues.

Safety seats and supplies are used to assist in proper car seat installation and education to families. Educational materials include: MeBHS Child Passenger Safety brochures explaining Maine law and federal recommendations for greater safety; bookmarks outlining Maine law for booster seat use and the 5 step test to ensure continued boosters seat use until the proper seat belt fit is achieved.

Each child passenger safety seat inspection site is staff by certified child passenger safety technicians who educate caregivers about the proper use and installation of child safety seats. These technicians also provide instruction to families transporting their children home from the hospital for the first time. A list of inspection and distribution sites is found in Appendix L.

Performance Targets

Occupant Protection Performance Target #1:
To maintain or decrease the number of unrestrained passenger vehicle occupant fatalities at 41 through December 31, 2017.

Occupant Protection Performance Target #2:
To increase observed seat belt use by 2.0% from the 2014 observed rate of 85% to 87% by December 31, 2017.

Projects

Project Number:	OP17-001
Project Title:	Program Management and Operations
Project Description:	Costs under this program area include: salaries, travel (e.g., TSI training courses, in-state travel to monitor sub-grantees, meetings) for highway safety program coordinators, clerical support personnel, and operating costs (e.g., printing, supplies, state indirect rate, postage) directly related to the development, coordination, monitoring, evaluation, public education and marketing, auditing, and training required of this program..
Project Justification:	Administrative
Project Cost:	$175,000.00 (S.402)

Project Number:	OP17-002
Project Title:	Occupant Protection Program Operations and Maintenance
Project Description:	This project funds costs associated with the procurement, use, gasoline and repairs, and maintenance of highway safety vehicles and equipment used for occupant protection education programs. Vehicles and equipment include: a loaned truck from the Maine State Police, the CPS trailer, The Convincer, and Rollover, simulators.
Project Justification:	Administrative
Project Cost:	$75,000.00 (S.402)
Grantee:	MeBHS

Project Number:	2017-17OP
Project Title:	*Click It or Ticket (CIOT)* and *Buckle Up, No Excuses!* High Visibility Enforcement Campaigns
Project Description:	Funds will support dedicated overtime enforcement (both daytime and nighttime) and education costs associated with participation in the NHTSA National Click It or Ticket Campaign. This project supports efforts to increase the seat belt usage rate and decrease unbelted passenger fatalities. Selected agencies will be awarded grants following Maine's standard process for contracting. In order to achieve a seat belt compliance rate of 87%, Maine will extend its seat belt enforcement to encompass not only the May *CIOT* enforcement period, but the months of April and November.
Project Justification:	CTW, Eighth Edition 2015: 2.1 "Short-Term High Visibility Belt Law Enforcement" 2.2 "Combined Seat Belt and Alcohol Enforcement, Nighttime"
Project Cost:	$1,000,000.00 (S. 402 & 405b)
Grantees:	Refer to **Appendix E** for participating LEA's.

Project Number:	2017-17CR
Project Title:	Child Seats, Supplies and Educational Materials for Distribution Sites
Project Description:	This project supports the purchase and distribution of new child safety seats (convertible, booster, beds) supplies and materials for Maine income eligible families through the CPS distribution sites. Educational materials for children and caregivers such as brochures, booklets, posters and pictorials explaining Maine's CPS laws, NHTSA booster seat information and federal recommendations for proper booster seat use will be produced and distributed.

Project Justification:	CTW, Eighth Edition 2015: 7.2 “Child Restraint Distribution Programs”
Project Cost:	$74,693.85 (S. 405b-5%)
Grantee:	MeBHS

Project Number:	2017-17OP
Project Title:	Annual Observational Seat Belt Surveys
Project Description:	Uniform Guidelines for Highway Safety Program 20 stipulates that states must conduct and publicize at least on statewide observational survey of seat belt use annually, ensuring that it meets current, applicable Federal guidelines. This project funds a contract with a vendor for the MeBHS annual observational and attitudinal surveys. The survey will be conducted in the two weeks immediately following the May *Click It or Ticket* enforcement campaign.
Project Justification:	CTW, Eighth Edition 2015: 1.1 “State Primary Enforcement Belt Use Laws” 6.1 “Communications and Outreach Strategies for Older Children” 6.2 “Communications and Outreach Strategies for Booster Seat Use
Project Cost:	$230,000.00 (S. 405b)
Grantee:	TBD following Request for Proposal Process

Project Number:	2017-17CR
Project Title:	Child Passenger Safety Technician and Instructor Training
Project Description:	This project will support training and certification of new Child Passenger Safety (CPS) technicians and recertification for those with expired credentials. MeBHS anticipates two certification classes and one certification renewal class. In addition, this project funds classes for special needs restraints and busing restraints.
Project Justification:	CTW, Eighth Edition 2015: 7.2 “Inspection Stations”
Project Cost:	$80,000.00 (S. 405b)
Grantee:	MeBHS

Project Number:	2017-17OP
Project Title:	Traffic Safety Educator
Project Description:	This project funds a full-time position titled *Traffic Safety Educator* to provide traffic safety education statewide. The education includes Convincer and Rollover demonstrations, driving simulations and the use of highway safety displays at schools, colleges, health fairs, community centers, and other locations where the targeted demographic can be found. The seat belt education component of this program reaches approximately 4,000 citizens each year and provides education to grades K-12, private businesses and state agencies. In the past, this position has been filled through the RFP process. With the exception of MeBHS' media campaign, this program has been proven to be the most effective tool for reaching school-aged children, young drivers and parents.
Project Justification:	CTW, Eighth Edition 2015 Section 2: 3.1 "Communications and Outreach Supporting Enforcement" 3.2 "Communications and Outreach Strategies for Low Belt Use Groups" 6.1 "Communications and Outreach Strategies for Older Children" 7.1 "School Programs"
Project Cost:	$136,000.00 (S.402)
Grantee:	Atlantic Partners, EMS.

Project Number:	2017-17CP
Project Title:	Childcare Provider/Transporter/Law Enforcement Child Passenger Safety Basic Awareness Training
Project Description:	Certified instructors and technicians, together with MeBHS, will provide an updated CPS Basic Awareness Training to be delivered to Department of Health and Human Services licensed childcare providers and transporters and law enforcement officials. This updated training will ensure young passengers are properly restrained during transit by caregivers.
Project Justification:	CTW, Eighth Edition 2015 Chapter 2: 7.2 "Inspection Stations"
Project Cost:	$75,000.00 (S.402)
Grantee:	MeBHS

Project Number:	2017-17CP
Project Title:	Child Passenger Safety 2017 Conference

Project Description:	Funds will cover the costs associated with the 2017 Child Passenger Safety Training and Conference. This conference provides training, education and networking for CPS technicians and instructors. CEUs are offered and a child seat check event is organized and conducted. The conference will be held during National CPS Week in September and the location will be selected based on accessibility and size of accommodations and pursuant to the State of Maine policies for event site selection. It is anticipated that over 100 attendees will be present. Prior conferences have been very successful and were modeled after successful conferences in other NHTSA Regions.
Project Justification:	CTW, Eighth Edition 2015 Chapter 2: 6.1 "Communications and Outreach Strategies for Older Children" 6.2 "Communications and Outreach Strategies for Child Restraint and Booster Seat Use" 7.2 "Inspection Stations"
Project Cost:	$30,000.00 (S.402)
Grantee:	MeBHS

Project Number:	2017-17OP
Project Title:	CPS Reference Materials for Law Enforcement Officers
Project Description:	This project is a direct result of feedback and requests by police officers and was a recommendation in the 2014 Occupant Protection Assessment. Funds were programmed in the FFY 2016 Highway Safety Plan to accomplish this project, but it was not completed due to our inability to finalize the reference material medium best used by law enforcement. Based on our discussions, the material will be located in the officer's Street Reference Guides. Content will include the existing child restrain law, but will also contain additional information regarding misuse, identification and back seat laws. The law enforcement reference guide is an ideal choice because all officers are issued a copy of the guide. This project will be implemented in FFY 2017.
Project Justification:	CTW, Eighth Edition 2015 Chapter 2: 4.1 "Strengthening Child/Young Occupant Restraint Laws"
Project Cost:	$25,000.00 (S.402)
Grantee:	MeBHS

Project Number:	2017-17OP
Project Title:	Child Passenger Safety Car Seat Distribution and Tracking Database Updates

Project Description:	Funds will continue to support expansion of the existing car seat distribution tracking database. This project also continues the planning, development and maintenance of this database. The database will be used to store education/appointment specific data that can be used to highlight general use and misuse of child safety seats. This project was established through a contract/partnership with the University of Southern Maine, Muskie School. For FFY 2017, MeBHS will be required to conduct a Request for Proposal (RFP) before services can be contracted. The RFP will commence upon approval of this HSP.
Project Justification:	CTW, Eighth Edition 2015 Chapter 2: 4.1 "Strengthening Child/Young Occupant Restraint Laws"
Project Cost:	$42,000.00 (S.402)
Grantee:	TBD. An RFP for services is required.

Project Number:	2017-17OP
Project Title:	Child Passenger Safety Seat Inspection Database
Project Description:	The Bureau currently has a car seat distribution database to track program participant usage. The database is used to prevent program abuse and offers a greater understanding of high use areas and car seat types distributed. Technicians log particular information into the distribution database; parent names, physical address, county, child name, DOB, weight and height as well as car seat model and serial number issued. The 2017 car seat inspection database project will allow for a controlled means of electronic reporting with 100% data capture. Current car seat inspection reporting is paper based. Using the current method results in lost data capture and no means of data analysis for comparative purposes. If we are able to identify areas of concern during inspection appointments we will be able to target priority areas for education. Establishing the electronic reporting database for data capture and analysis will be the second step in a three part reporting plan for combining the two databases and having electronic reporting available for both distribution sites and inspection stations with paper reporting discontinuance. The current project being proposed will be the development of an electronic car seat reporting App with database. The App will be provided to contracted site partners on assigned Android tablets. The database will be used to store appointment specific data regarding use, misuse, and educational information discussed at the time of inspection. This database will enable data tracking and cross-referencing, creating a greater level of program effectiveness. This project will be awarded based on Request for Proposal for a vendor. The RFP process will commence upon approval of the HSP.
Project Justification:	CTW, Eighth Edition 2015 Chapter 2: Countermeasures Targeting Children and Youth

	4.1 “Strengthening Child/Young Occupant Restraint Laws”
	6.2 Strategies for child restraint and boosterseat use
	7.2 Inspection stations
Project Cost:	$75,000.00 (S.402)
Grantee:	TBD. An RFP for services is required.

Project Number:	2017-17OP
Project Title:	Healthy Maine Partnership Pre-Driver Occupant Protection Education Mini-Grants
Project Description:	This project targets middle school age children to evaluate seat belt usage understanding and compliance. Grantees work directly with schools to conduct BHS approved pre and post surveys evaluating seat belt usage rates and back seat compliance, provide educational information to children and parents, and work with students to create media and awareness. In FFY16, Healthy Maine Partnerships in the counties with the highest unbelted use rates applied for and received funding for this project which will not end until September 30, 2016. The Healthy Maine Partners were required to complete a pre and post survey to assess the effectiveness of their educational campaigns. A project evaluation will correspond with the end of the FFY16 program.
Project Justification:	CTW, Eighth Edition
	3.1 “Communications and Outreach Supporting Enforcement”
	3.2 “Communications and Outreach Strategies for Low Belt Use Groups”
	6.1 “Communications and Outreach Strategies for Older Children”
	6.2 “Communications and Outreach Strategies for Booster Seat Use”
	7.1 “School Programs”
Project Cost:	$50,000.00 (S.405b)
Grantee:	Healthy Maine Partnerships

Project Number:	2017-17OP
Project Title:	2017 Occupant Protection Assessment
Project Description:	Maine’s last Occupant Protection Assessment was completed in April of 2014.
Project Justification:	Occupant Protection Assessment Requirements – NHTSA
	Programs benefit from periodic review. The projects, activities and approaches that worked in the past may not be as effective now. A new

	initiative or a different idea for an existing program, identified by a needs assessment, can be the difference in effecting the desired change and ability to meet set performance standards.
Project Cost:	$57,400.28 (S.402)
Grantee:	MeBHS Administrative

Project Number:	2017-17OP
Project Title:	Maine State Police TOPAZ Team
Project Description:	In an effort to increase seat belt compliance and decrease unrestrained fatalities, the Maine State Police Targeted Occupant Protection Awareness Zone (TOPAZ) project is planned for continuation in FFY17. The TOPAZ team will be made up of troopers focused on seat belt enforcement in previously identified zones with the highest unbelted fatalities. This additional effort will help to increase compliance and decrease fatalities in those areas. The annual observational study conducted in the state of Maine has helped the MeBHS determine not only where the unbelted driving is primarily occurring; it has also identified the times at which unbelted driving tends to occur. The MSP TOPAZ team will work the specific zones on male drivers and drivers operating passenger trucks.
Project Justification:	CTW, Eighth Edition 2015; 2.2 "High Visibility Enforcement"
Project Cost:	$225,000.00 (S.405b)
Grantee:	Maine State Police

Project Title	Project Number	Budget	Source
Program Management and Operations	2017-17OP	$175,000.00	S. 402
Occupant Protection Equipment Operations and Maintenance	2017-17OP	$75,000.00	S. 402
Click It or Ticket (CIOT) and *Buckle Up, No Excuses!* High Visibility Enforcement Campaigns	2017-17OP	$1,000,000.00	S.402 & 405b
Child Seats, Supplies and Educational Materials for Distribution Sites	2017-17OP	$74,693.85	405b
Annual Observational Seat Belt Surveys	2017-17OP	$230,000.00	S. 405b
Child Passenger Safety Technician and Instructor Training	2017-17OP	$80,000.00	S.405b
Traffic Safety Educator	2017-17OP	$136,000.00	S.402
Childcare Provider/Transporter/Law Enforcement Child Passenger Safety Basic Awareness Training	2017-17OP	$75,000.00	S.402
Child Passenger Safety Conference	2017-17OP	$30,000.00	S.402
CPS Reference Materials for Law Enforcement Officers	2017-17OP	$25,000.00	S. 402
Child Passenger Safety Seat Distribution and Tracking Database Updates	2017-17OP	$42,000.00	S.402
Child Passenger Safety Seat Inspection Database	2017-17OP	$75,000.00	S.402
Healthy Maine Partnership Pre-Driver Occupant Protection Education Mini-Grants	2017-17OP	$50,000.00	S.405b
Occupant Protection Assessment	2017-17OP	$57,400.28	S.402
Maine State Police TOPAZ Team	2017-17OP	$225,000.00	s. 405b
Subtotal		$843,377.23	S.402
		$1,506,716.90	S.405b
Total		**$2,350,094.13**	

3.4 Traffic Records

A complete traffic records program is necessary for planning, problem identification, operational management, and evaluation of a state's highway safety activities. MeBHS and its partners collect and use traffic records data to identify highway safety problems, select the most appropriate countermeasures and evaluate their effectiveness. The goal of Maine's Traffic Records Coordinating Committee (TRCC) is to continue to develop a comprehensive traffic records system so Maine can address the highest priority highway safety issues.

Maine's TRCC partners have made significant progress in improving the State's traffic records systems. These successes include:

- Completed statewide deployment of Maine's Electronic EMS Run Report System (all services have been required to submit electronically as of 4/1/09). Ongoing training and data quality improvement efforts continue.
- Bureau of Motor Vehicles (BMV) continued the migration of business functions to a new computer system.
- BMV completed the electronic transfer of registration data from the municipalities' project which resulted in improved efficiencies and reduction in submission times.
- BMV's Online Rapid Renewal Registration system was upgraded to register trailer fleets and additional municipalities began using the online system.
- The Maine Crash Report Form was redesigned based on Model Minimum Uniform Crash Criteria (MMUCC) Revision 3 which will result in a significant increase in MMUCC compliance for Maine's crash data.
- Maine's Crash Reporting System technology upgrade was deployed in January of 2011. This upgrade allows for the capture of more information including specific causes for distraction.
- Formulation of an E-Citation working group to determine the file and data schema needed to collect electronic citation data.
- Instituted a Child Passenger Safety tracking system.
- Created a web-based LE HVE reporting system.

A list of TRCC members is included in the 405c Traffic Records application found in **Appendix C**.

Future Strategies

Projects have been identified in the latest approved Traffic Records Plan including funding for collection of electronic citation data, a Maine specific CODES project, and public access to crash records and data analysis. To continue to be eligible to receive federal funds for traffic data and records purposes, Maine must undergo a traffic records assessment every five years. The last assessment was conducted April 25, 2016.

Maine's TRCC has identified and prioritized projects selected to resolve the deficiencies identified in the Traffic Records Strategic Plan. The TRCC agreed on the prioritization during the May 3, 2016 meeting and voted on funding priority. Maine's TRCC prioritized projects based on the ability to: improve data quality in the core traffic records data systems, bring existing efforts currently underway to completion, make measurable progress toward the end goals of the TRCC and the Sections 405c programs using the performance areas (timeliness, consistency, completeness, accuracy, accessibility, and integration), and increase MMUCC and NEMSIS compliance.

Performance Measures

Refer to the FFY 2017, S. 405c application in **Appendix B** for the TRCC Performance Measures. **Appendix H** contains the Traffic Records Strategic Plan.

Maine's TRCC reviewed each system's deficiencies and developed goals, projects and tasks to address them during the April 2016. As a result of this review, the Maine TRCC has identified and prioritized the projects listed in the table below.

State of Maine TRCC FFY 2017 Budget from FFY 2017 TRCC Plan*

Project ID	Project Title	Source
2014-14TR	Program Management & Operations	$34,400.28 S.402
ME-P-00001	Trauma Registry	$390,000.00 S.405c
ME-P-00003	FTP data from Municipal systems to the BMV database	
ME-P-00004	Online Registration Renewal	
ME-P-00006	MCRS Update	$99,709.63 S.408 $515,290.37 S. 405c
ME-P-00007	BMV Crash XML Update	**
ME-P-00008	INFORME Crash Form Web Service	**
ME-P-00009	Traffic Records Data Warehouse	**
ME-P-00010	EMS Public Access and Data Mining	**
ME-P-00011	E-Citation	$372,851.07 S.405c
ME-P-00014	Maine CODES	$50,000 S.405c
ME-P-00015	Public Access Reports - Traffic	$250,000.00 S.405c
ME-P-00020	CODES EMS Linkage	**
ME-P-00022	Registration Barcode	**
ME-P-00023	Barcode Scanners/Training	**
ME-P-00024	Electronic Collection of Highway Data	$100,000.00 S405c
Total		**$1,812,251.35**

*See the Traffic Records Strategic Plan (S.405c), located in **Appendix H**, for more information and performance targets.

**Approved by the TRCC, but not funded.

3.5 Police Traffic Services

Excessive speed is one of the leading causes of fatal crashes in Maine. Speed is of great concern because it frequently leads to other driver errors and results in serious injury crashes. Speed limits are designed to give drivers sufficient time to stop if there is an unexpected event. Greater speeds require longer stopping distances; thus, the time available to a driver to react and avoid a crash is drastically reduced with every mile per hour over the speed limit. Furthermore, the dangers associated with speeding are compounded by winter driving conditions which often last from November until March or April. Failure to adjust speed for weather-related road conditions contributed to a significant number of speed-related crashes.

In FFY 2017, MeBHS will work with more law enforcement agencies to fund dedicated overtime details to combat speeding. Departments were selected by researching speed crash data, which was provided to MeBHS by the MeDOT for the years 2007-2013. MeBHS selected participating departments based on the number of speed-related crashes.

Since the outset of the speed campaign in 2012, Maine has experienced a significant decrease in the number of speed-related fatalities. In 2013, there were 49 speed-related fatalities, down from 78 in the previous year. Prior to 2013, the lowest number of speed-related fatalities, 53, occurred in 2008. The proportion of all highway fatalities that were speed-related has likewise decreased. In 2010, more than half (52%) of all highway fatalities were speed-related; in 2013, that proportion decreased to slightly over a third (34%).

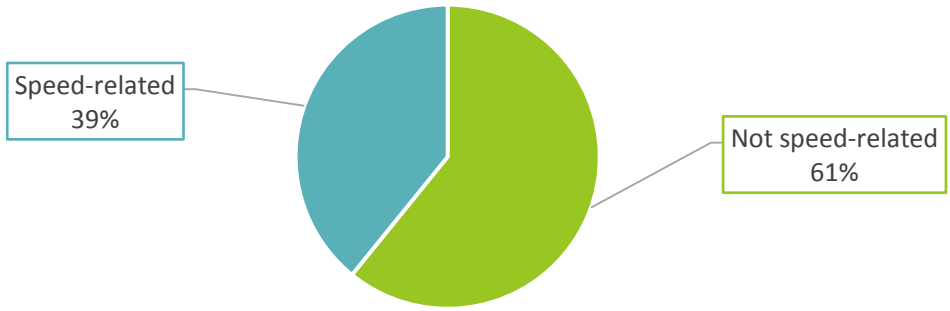
The 2014 SHSP established a goal of reducing speed related fatalities by 10% to a five-year average of 62 by the end of 2016. Maine is on track to meet that goal if speed-related fatalities continue to decrease.

Facts

- There were 255 speed-related fatal crashes between 2010 and 2014 that claimed the lives of 336 drivers, 188 passengers, and one pedestrian.
- There were 289 speed-related fatalities between 2010 and 2014.
- 39% of all highway fatalities were speed related.

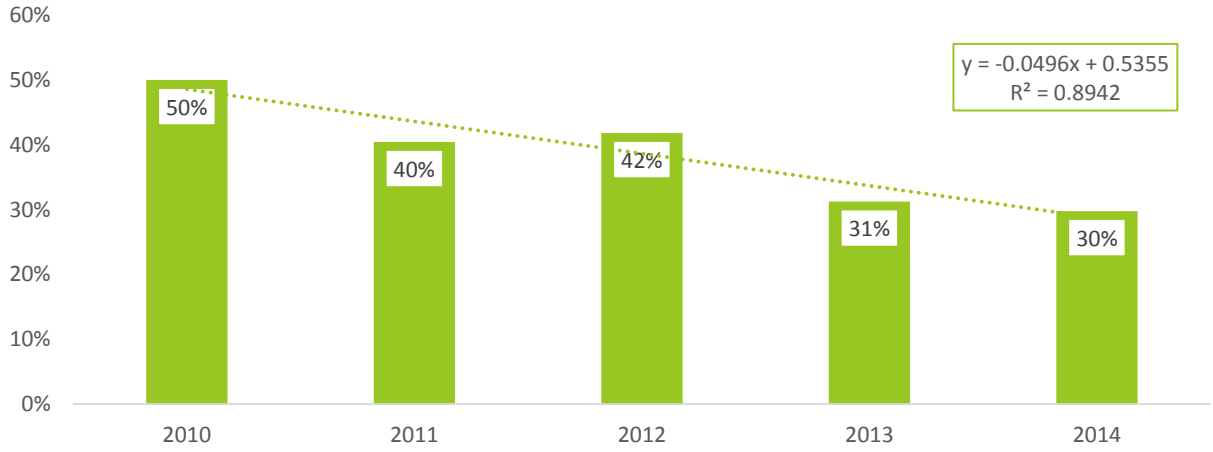
Putting Speeding Fatalities in Perspective

Between 2010 and 2014 there were 289 speeding-related fatalities, representing approximately 39% of all highway fatalities in Maine.



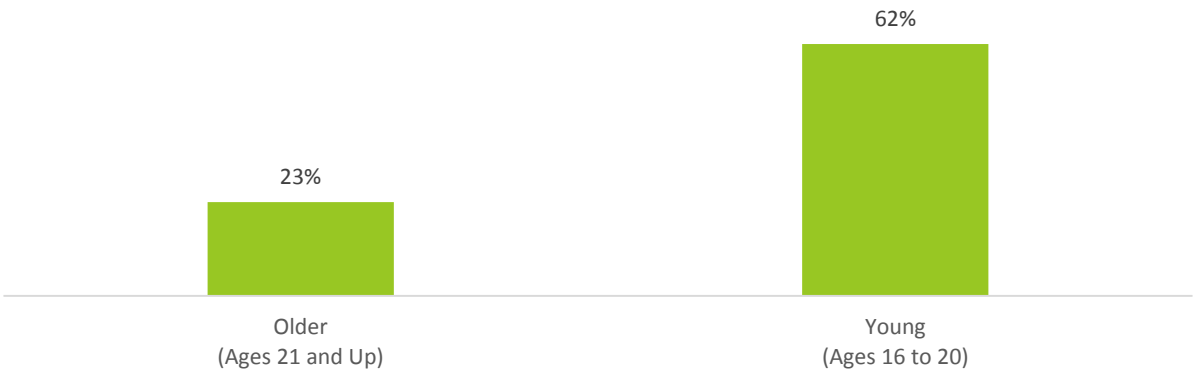
Speeding Fatality Trend

The proportion of fatalities associated with speeding has decreased. In 2010, the proportion of fatalities associated with speeding was 50%; by 2014, that decreased to 30%.



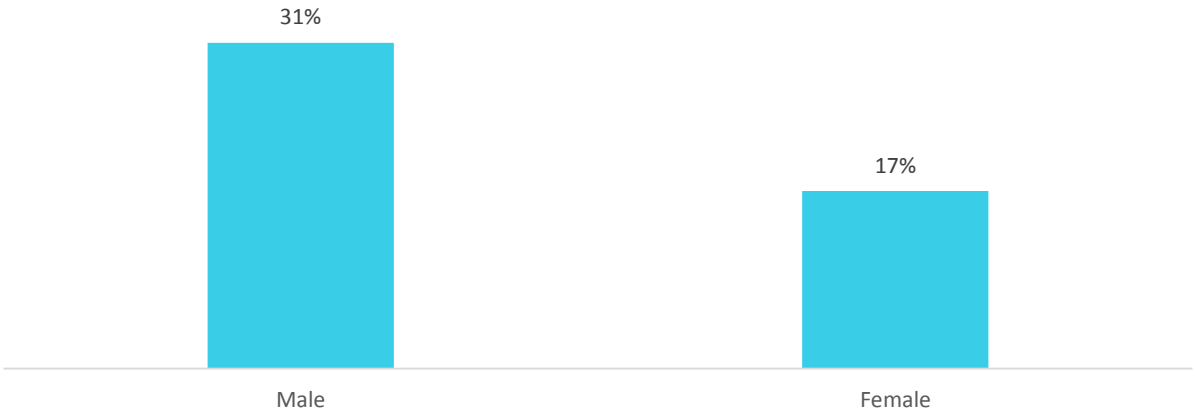
Speeding and Age

While 27% of all drivers involved in fatal crashes were speeding, a much higher proportion of young drivers (ages 20 and younger) involved in fatal crashes were speeding (62%) compared to older drivers (23%).



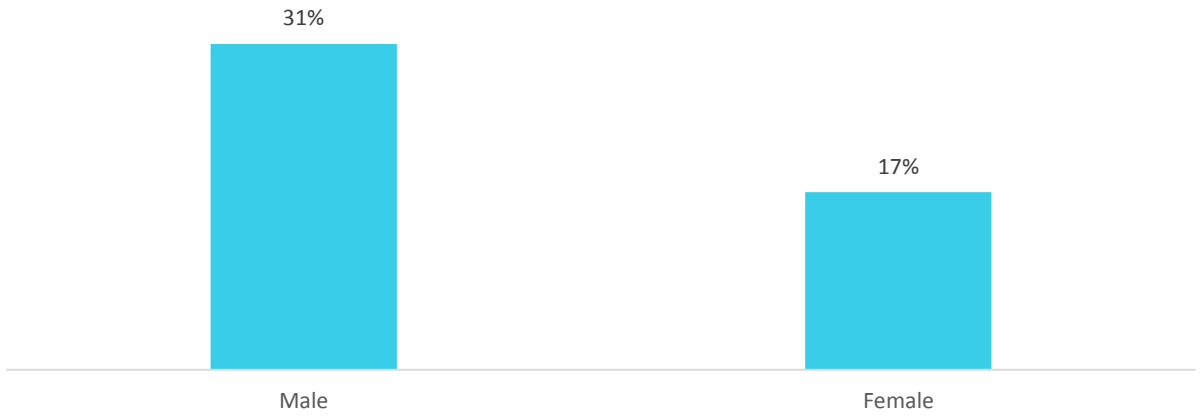
Speeding and Gender

A much higher proportion of male drivers involved in fatal crashes were speeding (31%) compared to female drivers (17%).



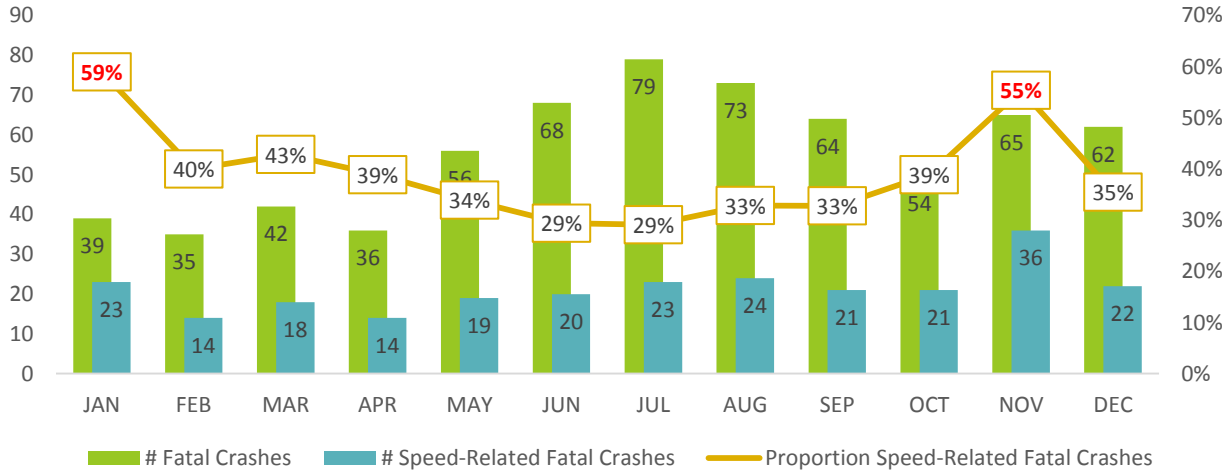
Speeding Fatalities and Type of Crash

Approximately 68% of speeding fatalities involved the vehicle leaving the road, compared to approximately 34% of non-speed-related fatalities. This is an important distinction because a smaller proportion of people involved in fatal crashes in which the vehicle leaves the road survive the crash. Overall, 51% of those involved in fatal crashes did survive the crash, but when the crash involved leaving the road, only 27% survived.



Speeding by Month

Overall, 38% of fatal crashes were speed-related, but this proportion varied depending on the month. In January, 59% of fatal crashes were speed-related, while 55% were speed-related in November.



Speeding Fatality Rates by County

With an average of 58 speed-related fatalities per year over the 2010 to 2014 time period, Maine had an annual speed-related fatality rate of .40 per 100 million miles travelled. This rate varied by county. Franklin, Waldo, and Somerset Counties had the highest speed-related fatality rates at 10.6, 8.0, and 7.1, respectively. In terms of actual numbers, York, Cumberland, and Kennebec Counties had the most speed-related fatalities at an average of 8.2, 7.0, and 5.2 per year respectively.

County	VMT (100 M Miles)	Average # Speed-Related Fatalities per Year		Speed-Related Fatality Rate (per 100M Miles)	
		#	Rank	#	Rank
Androscoggin	9.2	4.2	6	.46	10
Aroostook	7.2	4.0	7	.5.5	5
Cumberland	30.5	7.0	2	.23	15
Franklin	3.4	3.6	8	1.06	1
Hancock	7.0	3.2	9	.46	9
Kennebec	14.4	5.2	3	.36	13
Knox	3.5	1.8	14	.51	7
Lincoln	3.7	2.0	13	.53	6
Oxford	5.6	2.2	11	.39	11
Penobscot	16.9	4.6	4	.27	14
Piscataquis	1.7	0.8	16	.47	8
Sagadahoc	4.6	1.0	15	.22	16
Somerset	6.5	4.6	4	.71	3
Waldo	4.0	3.2	9	.80	2
Washington	3.8	2.2	11	.58	4
York	22.4	8.2	1	.37	12
Total	**144.3**	**57.8**	--	**.40**	--

Performance Targets

Police Traffic Services Performance Target #1:

To maintain or reduce speed-related fatalities at the 2014 number of 39 through December 31, 2017.

Projects

Project Number:	PT17-001
Project Title:	Program Management and Operations
Project Description:	Costs under this program area include: salaries, travel expenses (e.g., TSI training courses, in-state travel to monitor sub-grantees), for highway safety program coordinators, and clerical support personnel. Costs also include operating expenses (e.g., printing, supplies, state indirect rate, and postage) directly related to the coordination, monitoring, evaluation, public education and marketing, auditing, training of this program area.
Project Justification:	Administrative
Project Cost:	$125,000.00 (S.402)
Grantee:	MeBHS

Project Number:	PT17-17PT
Project Title:	Maine State Police Strategic Area Focused Enforcement (SAFE) Program
Project Description:	This project will support dedicated over-time speed enforcement by Maine State Police Troopers the air wing unit in identified high-crash locations. SAFE locations are determined using the most recent and available crash and fatality data. (Estimated overtime costs of $120,000.00). This project will also reimburse the Maine State Police for speed measuring devices (10 radar at $3,000.00 each) to be used in conjunction and support of their focused efforts. Individual radar units will selected based on state procurement rules (bid or master agreement) and not exceed $5,000 each. .
Project Justification:	CTW, Eighth Edition 2015 Chapter 3: 1.1 “Speed Limits” 2.2 “High Visibility Enforcement” 2.3 “Other Enforcement Methods”
Project Cost:	150,000.00 (S.402)
Grantee:	Maine State Police

Project Number:	PT17-17PT
Project Title:	Law Enforcement Liaison
Project Description:	The role of a Law Enforcement Liaison includes serving as the liaison between the law enforcement community and key partners and the MeBHS; encouraging increased participation by law enforcement in HVE campaigns; encouraging the use of DDACTS and other proven countermeasures and evaluation measures; promote the Law Enforcement Blood Tech Program; soliciting input from the MeBHS partners on programs and equipment needed to impact priority program areas. Funding for this project will support contracted Law Enforcement Liaison costs including hourly wage and related travel expenses. State Highway Safety Offices are encouraged to utilize LELs based on proven improvements in services conducted and supported by LEL's in other states.
Project Justification:	CTW, Eighth Edition 2015 Chapter 1: Subsection 5 "Prevention, Intervention, Communication and Outreach CTW, Eighth Edition 2015 Chapter 2: Subsection 3 "Communications and Outreach CTW, Eighth Edition 2015 Chapter 3: Subsection 4 "Communications and Outreach" CTW, Eighth Edition 2015 Chapter 4: Subsection 2 "Communications and Outreach" CTW, Eighth Edition 2015 Chapter 5: Subsection 4. "Communications and Outreach"
Project Cost:	$150,000.00 (S.402)
Grantee:	MeBHS

Project Number:	2017-17PT
Project Title:	Municipal and County Data-Driven Speed Enforcement and Equipment Program
Project Description:	Law enforcement agencies were selected using crash data supplied from Maine DOT that identified towns and counties that experienced the most speed related crashes from 2011-2014. Funds for towns that currently do not have a police department are distributed to the County Sheriff's office and the Maine State Police who share coverage of those jurisdictions. Agencies are awarded funding proportionally based upon the percentage of speed related crashes in their jurisdiction as it relates to the total speed-related crashes of their respective county. Refer to **Appendix F** for the agencies awarded funding. Selected agencies will receive awards, as

indicated, to include the procurement of speed measuring equipment (radar and data collection variable message boards) for the use in their speed enforcement efforts. The radar unit(s) to be selected will vary by agency preference and request The MeBHS will reimburse a portion of the cost of each radar unit (up to two per agency estimated at $3000.00 each) and trailers (up to 11 trailers estimated cost of $8,000.00 each in addition to a fund request for overtime Preference will be given to funding overtime activities over radar supplies or trailer equipment procurement. Actual request(s) for radar and trailer is TBD with application and award.

Project Justification: CTW, Eighth Edition 2015 Chapter 3:

2.2 "High Visibility Enforcement"

Project Cost: $1,000,000.00 (S.402)

Grantees: Refer to **Appendix F** for participating LEA's and budgets

Project Title	Project Number	Budget	Source
Program Management and Operations	2017-17PT	$125,000.00	S. 402
Maine State Police Strategic Area Focused Enforcement (SAFE) Program	2017-17PT	$150,000.00	S.402
Law Enforcement Liaison	2017-17PT	$150,000.00	S.402
Municipal and County Data-Driven Speed Enforcement and Equipment Program	2017-17PT	$1,000,000.00	S.402
Total		**$1,425,000.00**	

3.6 Motorcycle Safety

Motorcycle crashes resulted in 11 fatalities in 2014 which was a decrease from the 13 fatalities that occurred in 2013. The number of fatalities in 2014 was also below the average number of fatalities for the previous four years. The number of motorcycle registrations has hovered around 50,000 since 2009, and slight variations have not led to significant changes in the fatality rate. For 2014 the fatality rate (per 10,000 registrations) was 2.15 while the average rate for the previous four years was 3.37.

YEAR	MC FATALITIES	REGISTRATIONS	FATALITY RATE
2010	19	55,741	3.41
2011	15	50,327	2.98
2012	24	53,268	4.51
2013	13	50,405	2.58
2014	11	51,175	2.15

Source: State Data Files

The two primary factors associated with motorcycle fatalities is speed and alcohol. In 2014, speed and alcohol contributed to over 75% of the motorcycle fatalities. Speeding may be partially attributed to riders lacking the basic skills to operate a motorcycle. The MeBHS intends to continue increasing the speed enforcement program in FFY 2017 to combat fatal speeding related crashes.

Alcohol is also a significant contributing factor for motorcycle fatalities. For the last five years, the proportion of fatalities that were alcohol related was 32%.

Year	MC Fatalities	Speed Related Fatal Crashes	Proportion Speed Related Crashes	Alcohol Related Crashes	Proportion Alcohol Related Crashes
2010	19	8	42%	4	21%
2011	15	8	53%	6	40%
2012	24	8	33%	10	42%
2013	13	7	54%	3	23%
2014	11	4	38%	3	28%
TOTAL	82	35	43%	26	32%

Source: State Data Files

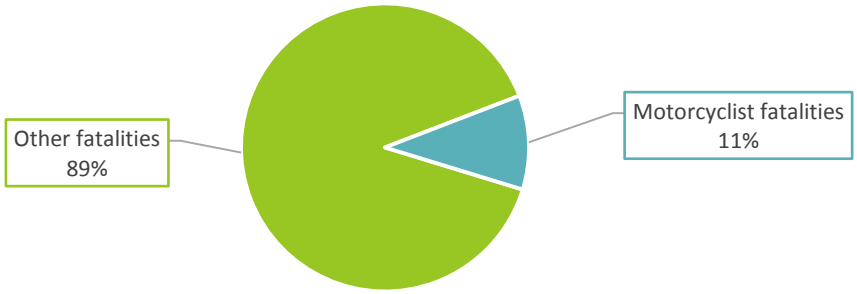
The MeBHS is the lead agency for behavioral motorcycle safety and will continue to partner with the State Bureau of Motor Vehicles, as lead agency for training, to develop and implement motorcycle safety education programs such as the *Share the Road* and *Watch for Motorcycles* campaigns in FFY 2017.

Facts

- There were 76 fatal motorcycle-related crashes from 2010-2014, involving 96 motorcyclists (84 drivers and 12 passengers).
- 78 motorcyclists died in these crashes (73 drivers and 5 passengers) as did one other vehicle occupant.
- There were 112,169 licensed motorcyclists in 2015.

Putting Motorcycle Fatalities in Perspective

Motorcyclist fatalities made up 11% of all fatalities between 2010-2014. While the proportion of motorcyclist fatalities fluctuated slightly over the past five years, the changes were not statistically significant. On average, there were 16 motorcyclist fatalities per year.

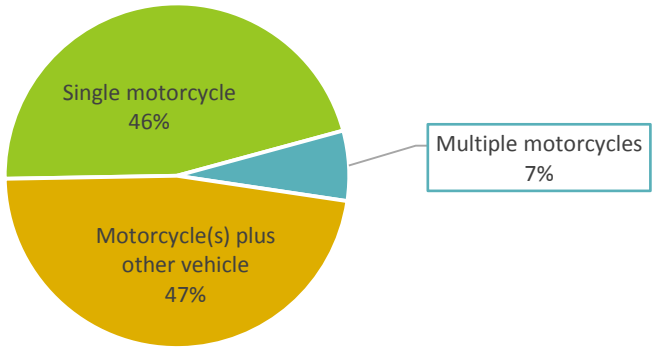


Helmet Use

Approximately 67% of motorcyclist killed in crashes were not wearing a helmet. The proportion of unhelmeted motorcyclists fluctuated over the past five years, ranging from a high of 92% in 2013 to a low of 40% in 2014.

Other Vehicle Involvement

In approximately 46% of all fatal motorcyclist incidents, no other vehicles were involved. In an additional 7% of all fatal motorcyclist incidents, another motorcyclist was involved. Thus, just over half (53%) of all fatal motorcyclist crashes involved only one or two motorcycles but no other vehicle.



Motorcyclist Fatalities and Other Factors

A number of factors may contribute to motorcyclist fatalities. The following table summarizes the percentage of fatalities associated with each factor. Notable contributing factors were speed and operating under the influence. These factors were associated with 38% and 28% of all motorcycle fatalities, respectively.

No Helmet	Rain, Snow, Etc.	Motorcyclist DUI	Other Driver DUI	Motorcycle Speed	Other Vehicle Speed	Motorcyclist Young Driver	Other Vehicle Young Driver	Motorcyclist Senior Driver	Other Vehicle Senior Driver	Motorcyclist Lic. Susp.	Other Vehicle Lic. Susp.
67%	6%	28%	4%	38%	--	1%	3%	6%	12%	6%	--

Note: Only 14% of motorcycle fatalities were not linked to any of the reasons above.

Performance Targets

Motorcycle Performance Target #1:

To maintain or decrease the number of motorcycle fatalities from the 2014 number of 11 through December 31, 2017.

Projects

Project Number:	MC17-17MC
Project Title:	Motorcycle OUI Detection Guide for Law Enforcement
Project Description:	In an effort to reduce alcohol-impaired riding, the MeBHS will emphasize, through law enforcement education, impaired riding detection. NHTSA guides will be used to produce a card that provides cues for law enforcement officers to look for. These will be distributed statewide.
Project Justification:	CTW, Eighth Edition Chapter 2 2.1 "Alcohol-Impaired Motorcyclist: Detection, Enforcement and Sanctions 2.2 "Alcohol-Impaired Motorcyclists: Communication and Outreach
Project Cost:	$10,000.00 (S. 405f)
Grantee:	MeBHS and SOS

Project Title	Project Number	Budget	Source
Motorcycle OUI Detection Guide for Law Enforcement	MC17-17MC	$10,000.00	s. 405f
Subtotal		$10,000.00	s. 405f
Total		**$10,000.00**	

3.7 Pedestrian & Bicycle Safety

The MeBHS, in partnership with the Maine State Police, the MeDOT, MeBMV, the Bicycle Coalition of Maine, representatives from the community of visually impaired, teamed up to create a new safety awareness slogan called *Heads Up! Safety is a Two Way Street.* The purpose of this slogan is to create consistency and synergy among all agencies, and to raise awareness about the issues surrounding non-motorized travel. Separately, and additionally, the Bicycle Coalition of Maine Law Enforcement Collaborative is composed of law enforcement officers, transportation officials, bicycle commuters, attorneys, and bicycle education experts and their goal is to identify strategies to promote roadway safety for pedestrians and bicyclists through education and enforcement. The Collaborative created a Law Enforcement Reference Guide and is conducting a coordinated bicycle, pedestrian and motorist law

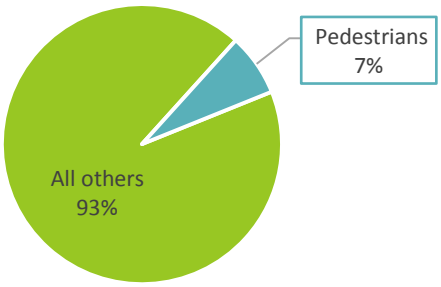
enforcement detail dedicated to improving safety for pedestrians and bicyclists. A number of Greater Portland police departments, including Portland, South Portland, Yarmouth, Scarborough, and the Cumberland County Sheriff's Office will be conducting traffic enforcement details emphasizing the safety of vulnerable users.

Facts

- There were 53 fatal pedestrian crashes from 2010-2014 that claimed the lives of 53 pedestrians.

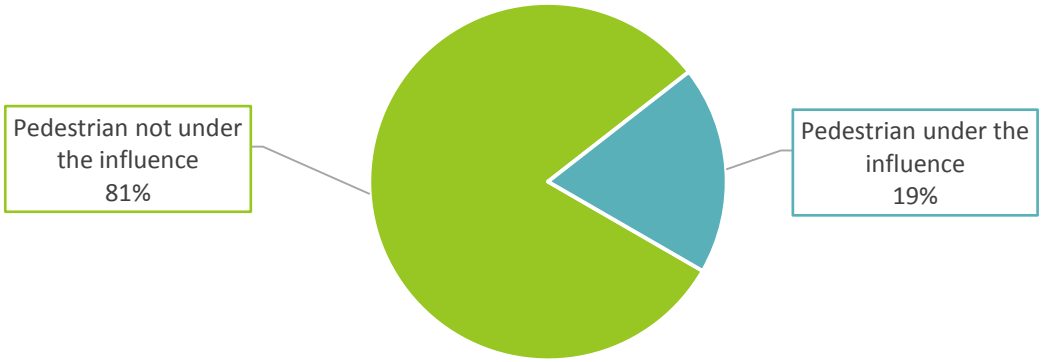
Pedestrian Fatalities in Perspective

Approximately 7% of fatalities in Maine involved pedestrians. While the proportion of pedestrian fatalities fluctuated slightly over the past five years, the changes were not statistically significant. On average, there were 11 pedestrian fatalities per year.



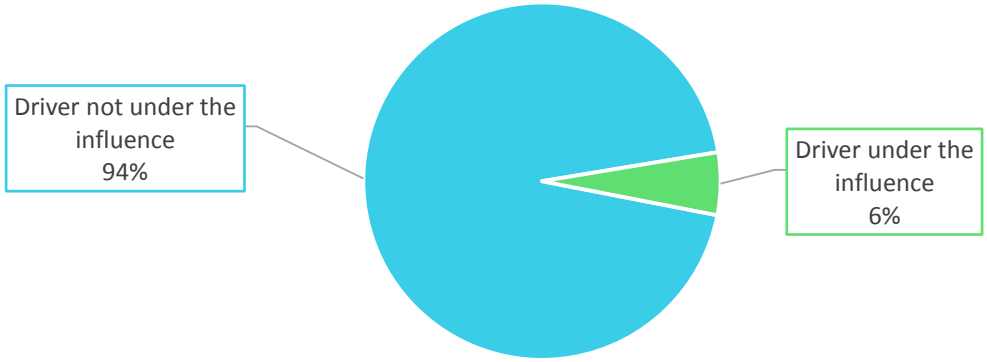
Pedestrians Under-the-Influence

A sizeable proportion (19%) of the pedestrians who died as a result of highway crashes were under the influence of alcohol at the time of the crash.



Pedestrian Fatalities and Drivers Under-the-Influence

A smaller proportion (6%) of crashes that resulted in a pedestrian fatality involved a driver who was under the influence of alcohol at the time of the crash.



Pedestrian Fatalities and Other Factors

A number of factors, summarized in the table below, contributed to pedestrian fatalities including darkness (53%), alcohol (19%), inclement weather (15%), and older drivers (15%).

After Dark	Pedestrian Under the Influence	Inclement Weather	Senior Driver	Driver Under the Influence	License Under Suspension	Speeding	Young Driver
53%	19%	15%	15%	6%	4%	2%	2%

Note: 30% of pedestrian fatalities were not linked to any of the factors listed above.

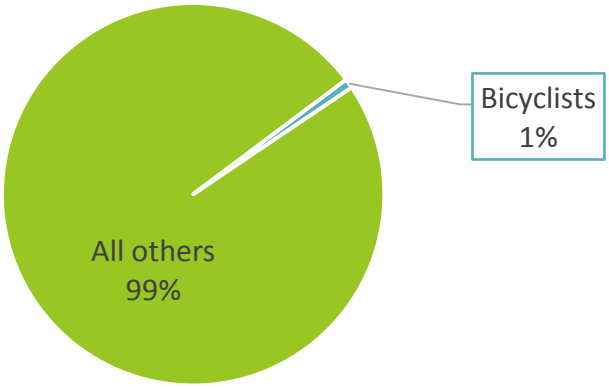
Bicycle Safety

Facts

- There were 8 fatal bicycle crashes from 2010-2014 that claimed the lives of eight bicyclists.

Bicyclist Fatalities in Perspective

Bicyclists make up a very small proportion; (1%) of all highway fatalities. On average, there was one bicyclist fatality per year.



Bicyclist Fatalities and Other Factors

- 2 fatalities involved alcohol-impaired drivers
- 1 fatality involved an impaired cyclist
- 1 involved an older driver
- 2 occurred after sunset

Performance Targets

Pedestrian Performance Target #1:

To decrease the number of pedestrian fatalities by 10.5% from the 2014 baseline average of ten to nine by December 31, 2017

Bicycle Performance Target #1:

To decrease bicyclist fatalities by 50% from the 2014 baseline of two to one by December 31, 2017.

Projects

The Maine Department of Transportation (MeDOT) created a three-year Pedestrian and Bicycle safety program worth over $9.5 million. MeDOT is the lead state agency for infrastructure pedestrian and bicycle safety. In addition, MeBHS addresses the behavior component through the through the Paid Media program. The MeDOT and the MeBHS work together with the Maine Transportation Safety Coalition (MTSC) and the Strategic Highway Safety Plan (SHSP) partners to address both pedestrian and bicycle safety in comprehensive manner.

3.8 Young Drivers (16–20)

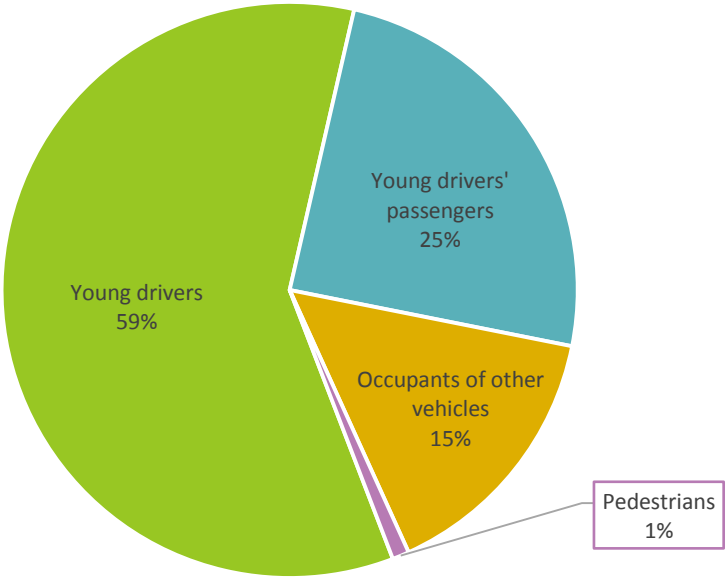
Young drivers are drivers who are 20 years of age or younger at the time of the crash.

Facts

- Young drivers were involved in 93 of the 673 fatal crashes (14%).
- 106 of the 738 fatalities between 2010 and 2014 involved a young driver (14%).
- 10% of drivers involved in fatal crashes between 2010 and 2014 were young drivers.
- Young drivers held 5% of the non-commercial Class C driver's licenses in 2015.

Fatality Trends

Crashes involving young drivers resulted in 106 fatalities from 2010-2014. Many of the fatalities, 59%, involved loss of life for the young driver. An additional 25% of the fatalities were the young drivers' passengers. This suggests that 84% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 16% of the fatalities were occupants of other vehicles and pedestrians.



Young Driver Incidents and Month

Overall, a higher proportion of fatal crashes occur during the summer months (July through September), but this does not hold true for incidents involving young drivers. A higher proportion of incidents involving young drivers occurs from October through December.

Note: This chart utilizes a rolling average in order to "smooth" the data; each data point is the average of that month and the previous two months.

Performance Target

Performance Target #1:

*To **decrease** the number of drivers age 20 or younger involved in fatal crashes by 27% from the 2014 baseline average of 21 to 15 by December 31, 2017.*

Projects

Project Number:	2017-17OP
Project Title:	Young Driver Expo
Project Description:	This project will fund AAA of Northern New England to conduct a Young Driver Expo in conjunction with their *Dare to Prepare* program. The Teen Driver Expo and *Dare to Prepare* program provide education for young drivers, pre-drivers and parents. National speakers and presenters are sought to discuss and demonstrate topics that appeal to and influence teens and impress upon them the importance of making good driving choices. Past Expositions have been held at the Maine Mall in Southern Maine. Location(s) for this year are TBD by grantee.
Project Justification:	CTW, Eighth Edition 3.1 "Communications and Outreach Supporting Enforcement" 3.2 "Communications and Outreach Strategies for Low Belt Use Groups" 6.1 "Communications and Outreach Strategies for Older Children" 7.1 "School Programs"
Project Cost:	$25,000.00 (S402)
Grantee:	AAA Northern New England

Project Number:	2017-17OP
Project Title:	Life of an Athlete High School Influencers Program
Project Description:	This comprehensive project will reach young driver influencers (coaches and administrators) in the high-school setting. This program is modeled after the successful New Mexico program which consists of an online curriculum that is required for participation in after school extra- curricular activities. This program will also include materials and education/instruction for influencers to share with parents and young drivers. Contract negotiation details to include event locations will be shared with the NHTSA Regional Office upon contract negation and approval.
Project Justification:	CTW, Eighth Edition Chapter 1: "Alcohol and Impaired Driving" 6.1 "Minimum Legal Drinking Age 21 Laws" 6.2 "Zero-Tolerance Law Enforcement" Chapter 6: "Young Drivers" 6.3 "Parental Role in Teaching and Managing Young Drivers" GHSA and Ford Skills for Life; Under Their Influence

Project Cost: $125,000.00(S.402)

Grantee: Alliance Sports Marketing

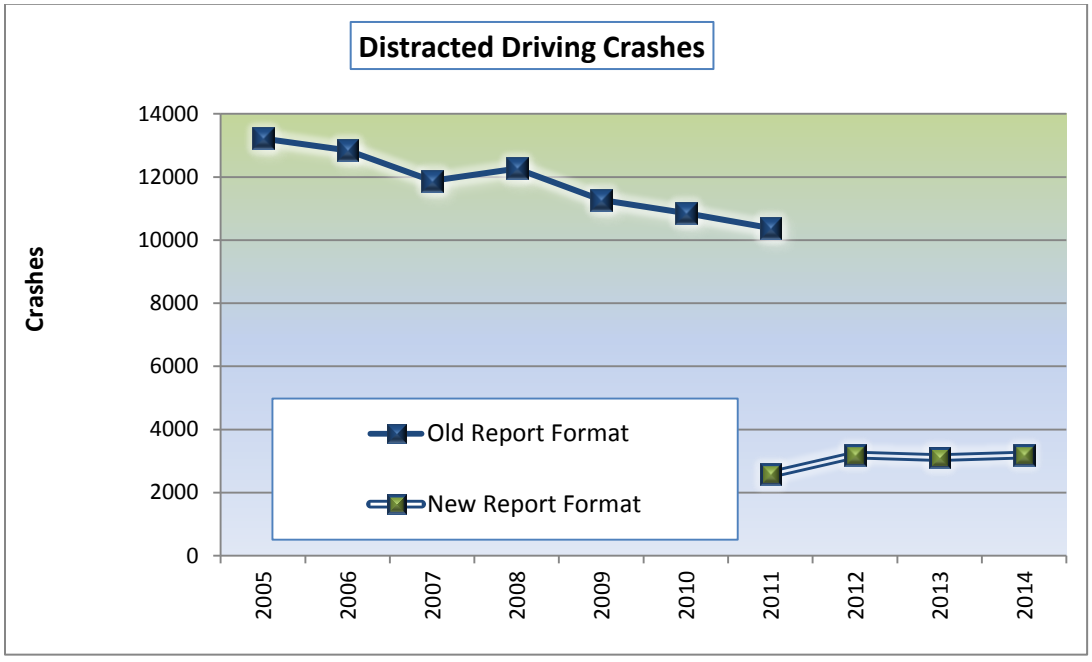
Project Title	Project Number	Budget	Source
Young Driver Expo	2017-17OP	$25,000.00	S.402
Life of an Athlete High School Influencers Program	2017-17OP	$125,000.00	S.402
Total		**$150,000.00**	S.402

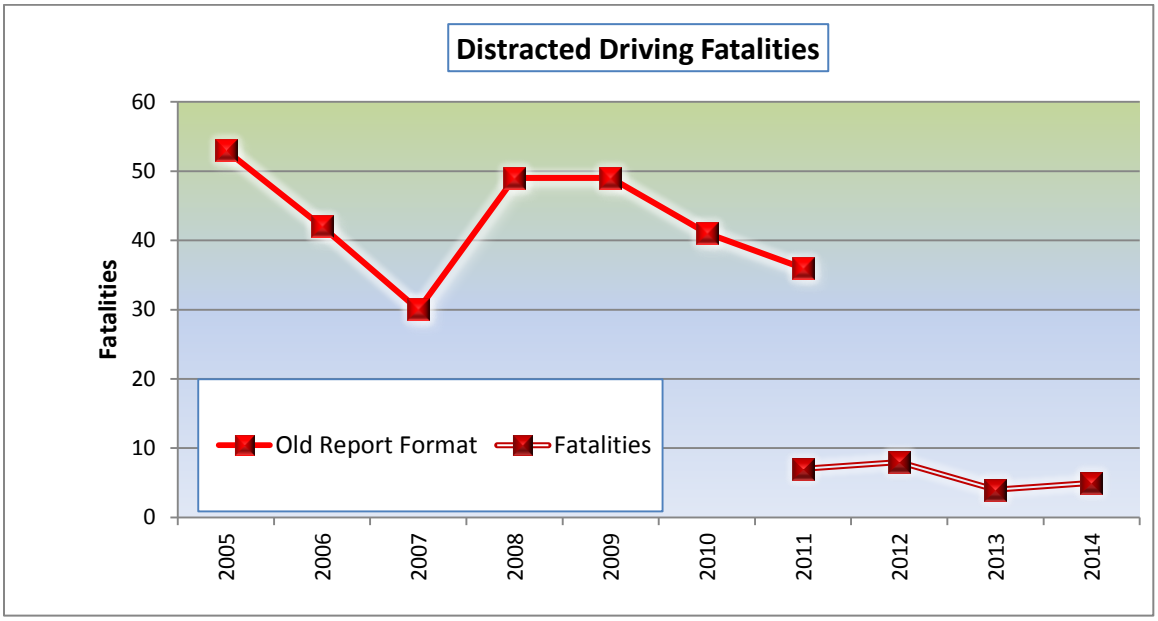
3.9 Distracted Driving

Distracted driving is one of the leading causes of crashes. In 2009, Maine enacted a distracted driving law that states the operation of a motor vehicle by a person who is engaged in an activity that, (1) Is not necessary to the operation of the vehicle; and (2) actually impairs, or would reasonably be expected to impair, the ability of the person to safely operate the vehicle is illegal. In addition Maine passed a primary texting ban which states that people may not operate a motor vehicle while engaging in text messaging which is supported by 94% of Maine drivers.

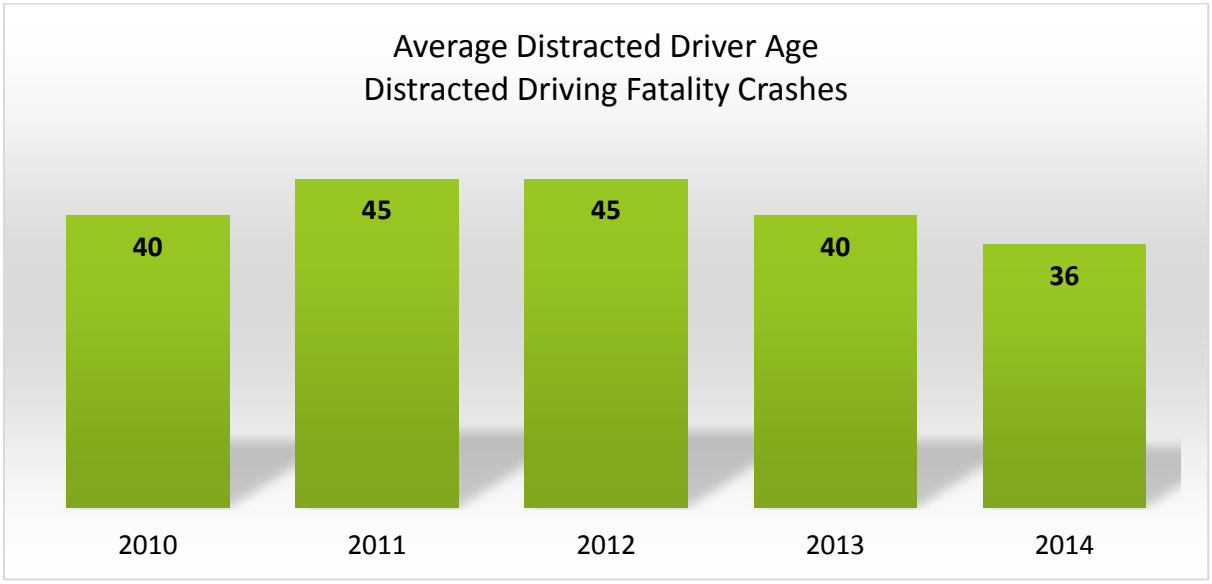
In 2011, Maine changed the way distracted driving is reported. This change caused the State of Maine to separate 2011 numbers from past distracted driving numbers. The goal of the 2014 Maine SHSP and the FFY 2017 HSP is to reduce distracted driving-related fatalities by from the five-year average of 13 to 12 by December 31, 2017.

Data from 2010-2014 shows the average age of drivers involved in distracted driving crashes are between 40 and 45.





Source: State Crash Data Files



Source: State Crash Data Files

To target this age group, the MeBHS developed radio and television spots addressing the danger of distracted driving that were broadcast statewide. MeBHS also continued to fund a distracted driving enforcement project with the Maine State Police that targets not only middle-age, but also young drivers. The latter is important, since young drivers are likely to use their cell phones while driving. To educate young drivers about the dangers of driving distracted, MeBHS partners with school safety

resource officers, conducts safety events with Alliance Sports Marketing, and funds the use of driving simulators, educational materials and specialized enforcement.

Performance Targets

Distracted Driving Performance Target # 1: *To **reduce** distracted driving related fatalities by 10% from the five-year average of 15.8 (2010-2014) to 14.2 by December 31,* 2017

Projects

Project Number:	2017-001DD
Project Title:	Distracted Driving Education using Simulators
Project Description:	Funds will support a distracted driving awareness program, including salary costs and travel costs. This program educates Maine drivers about the dangers of distracted driving, including texting. This project pairs the use of the MeBHS's distracted driving simulators with education, safety presentations and development of educational materials. The project addresses pre-permitted and newly permitted teens at middle schools and high schools, but is completely suitable for those 40 to 55 years of age. The MeBHS staff has managed this project in the past, however a partner is being sought to manage it. Upon approval of funding for this project, an RFP for services will be issued. The BHS will guide the vendor on implementation of the project and determination of event locations based on data contained in this highway safety plan.
Project Justification:	CTW, Eighth Edition 2015 Chapter 1: Sub-section 6 "Underage Drinking and Drinking and Driving CTW, Eighth Edition 2015 Chapter 2: 7.1 "School Programs" CTW, Eighth Edition 2015 Chapter 4: 2.2 "Communication and Outreach on Distracted Driving" 3.1 "Employer Programs" CTW, Eighth Edition 2015 Chapter 6: 2.1 "Pre-Licensure Driver Education" 2.2 "Post-Licensure or Second-Tier Driver Education
Project Cost:	$274,907.59 (S.405e)
Grantee:	MeBHS, AAA Northern New England and TBD Grantee

- Project Number: 2017-17DD

  Project Title: High Visibility Distracted Driving Enforcement

  Project Description: Funding will support overtime details for law enforcement agencies to conduct distracted driving enforcement on I-95, I-295 and designated high crash locations. Each detail will be no longer than four-hours in length and carried out by two officers working in tandem to detect motorists that are driving distracted.

  Project Justification: CTW, Eighth Edition 2015 Chapter 4:

  1.3 "High Visibility Cell Phone and Text Messaging Enforcement"

  1.4 "General Driving Drowsiness and Distraction Laws"

  Project Cost: $750,000.00 ($250,000.00 s. 402 & $500,000.00 S.405e)

  Grantee: A list of grantee agencies is found in **Appendix G.**

Project Title	Project Number	Budget	Source
Distracted Driving Education using Simulators	2017-01DD	$274,907.59	S.405e
High Visibility Distracted Driving Enforcement	2017-02DD	$750,000.00	S.402 & 405e
Total		**$1,024,907.59**	

3.10 Senior Drivers

Maine is the "oldest" state by median age (44.2) and the fourth oldest by percent of population over 65 (17.7%). The latter is expected to rise to 26.3% by 2030. A senior driver is defined as any driver over the age of 65. This group experiences more crashes per mile driven than any other age group except young drivers. Additionally, a crash involving a senior driver is 1.7 times more likely to lead to serious injury or death than those involving a driver between the age of 25 and 65. Many factors contribute to these outcomes including gradually diminishing physical, sensory and cognitive capabilities, often exacerbated by medications and specific conditions; and increased physical frailty.

To address senior driving issues, Maine formed the Senior Driver Coalition in the spring of 2009. This group encompasses stakeholders from public health; clinical geriatrics; social work; occupational therapy; AARP; AAA; Independent Transportation Network America; State legislators; and the Maine Chiefs of Police, Office of Elder Services, Bureaus of Highway Safety and Motor Vehicles (BMV), MaineDOT, and CDC Injury Prevention Program.

Senior driver screening is being developed with the Secretary of State's Office. The Maine BMV developed the Senior Driver Assessment Pilot which focuses on identifying and addressing organizational, legal and budgetary issues related to adopting and adapting test batteries trialed in other regional BMV offices. Two study locations were established with a goal of expanding the project statewide.

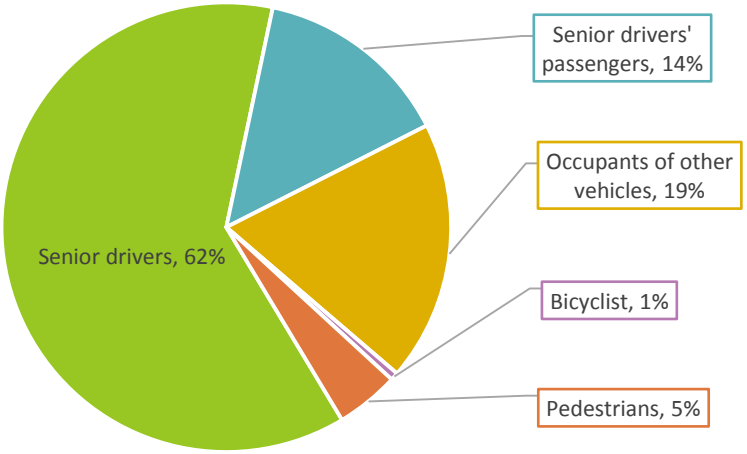
MeBHS, in partnership with the Senior Driver Coalition, will complete a new campaign in FFY 2017 to educate senior drivers and their adult children about safe mobility issues.

Facts

- Senior drivers were involved in 155 of the 673 fatal crashes (23%) between 2010-2014.
- 176 of the 738 fatalities involved a senior driver (24%).
- 18% of drivers involved in fatal crashes were senior drivers.
- Senior drivers held 21% of the non-commercial Class C driver's licenses in 2015.
- The number of licensed senior drivers increased by 39% from 2005 to 2015.

Fatality Trends

Crashes involving senior drivers resulted in 176 fatalities from 2010-2014. Many of the fatalities, 62%, involved loss of life for the senior driver. An additional 14% of fatalities were the senior drivers' passengers. This suggests that 76% of the risk associated with senior drivers is borne by senior drivers and their passengers. An additional 24% of fatalities were occupants of other vehicles, bicyclists; and pedestrians.

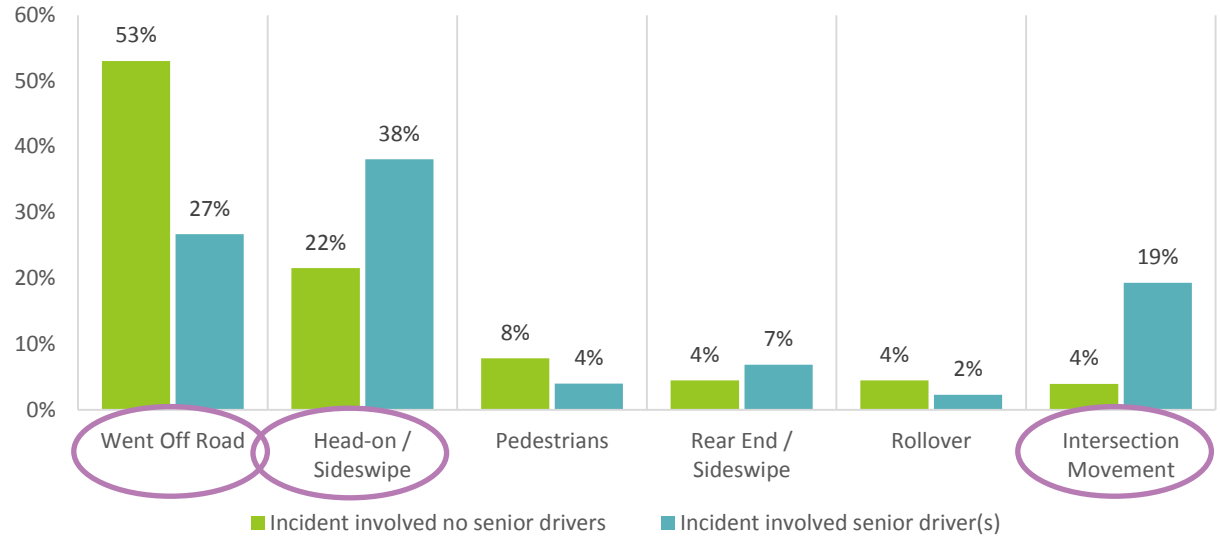


Type of Crash

The majority (96%) of all fatalities from 2010-2014 involved one of the following crash types:

- Run off the Road (47%)
- Head-On/Sideswipe (25%)
- Intersection Movement (8%)
- Pedestrians (7%)
- Rear-End/Sideswipe (5%)
- Rollover (4%)

For fatalities involving senior drivers 38% were associated with head-on and side swipe crashes, while 27% were associated with road departure. Together these two categories account for 65% of all fatalities involving senior drivers. An additional 19% of fatalities involving senior drivers occurred in intersections.



Performance Target

Senior Drivers Performance Target # 1:

*To **decrease** the number of senior driver fatalities by 10% from the five-year average of 21.6 (2010-2014) to 19.5 by December 31, 2017.*

Projects

Project Number: 2017-17PM

Project Title: Senior Driver Website and Paid Media

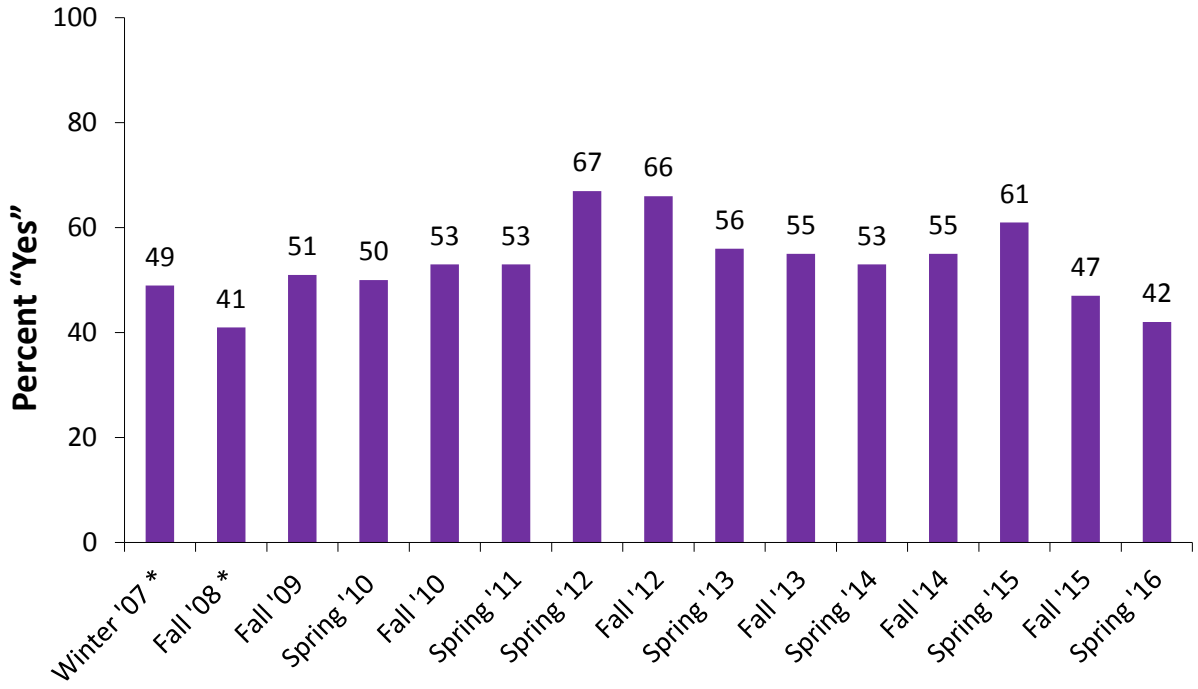
Project Description: Information for this project can be found in Section 3.11 Paid Media.

3.11 Paid Media

The MeBHS' public relations and marketing program focuses on distracted and impaired driving, bicycle and motorcycle safety, , teen and senior drivers, and occupant protection. The NHTSA Communications Calendar is used as a guide when developing the schedule for statewide media campaigns.

MeBHS contracts with Critical Insights to survey Maine residents every six months regarding the reach and recognition (recall) of media campaigns. For recall, Maine residents were asked, *"In the past year, have you seen or heard any ads in the newspaper, on television, on the radio, etc. here in Maine that relate to a safe driving campaign?"* The bar chart below shows that in the spring of 2016 42% of Maine residents recalled seeing or hearing highway safety media messages.

MEDIA RECALL RATE



The MeBHS' partnership with Alliance Sport Marketing (ASM) has resulted in over 100 marketing events annually that reach more than one million high school and college students, and sporting event attendees throughout the state. The sports partners are:

University of Maine Hockey	University of Maine Football
Portland Pirates Hockey	Maine Red Claws D-League Basketball
Maine Champion Football, Hockey, Basketball, Science and Math Tournaments	Oxford Plains Speedway
Portland Sea Dogs	Richmond Karting Speedway
Unity Raceway	Beech Ridge Motor Speedway
Wiscasset Speedway	Speedway 95
Spud Speedway	

The MeBHS partners with local law enforcement agencies (LEAs) to conduct the *You've Been Ticketed* campaign at each event. LEAs volunteers stand in the event parking lots and identify spectators that are wearing seat belts.

MeBHS also conducts the *Share the Road, Watch for Motorcycles* campaign which includes premium signage and public address announcements at the State's six motorsports venues and a *Share the Road, Watch for Motorcycles* safety night at each motorsport location and with the Portland Sea Dogs. MeBHS offers the use of distracted driving simulators to schools and law enforcement agencies.

Performance Targets

Paid Advertising Performance Target # 1:

*To **increase** resident recall of traffic safety messages by 42% in the spring of 2016 to 47% in the spring of 2017.*

Projects

Project Number:	PM17-001
Project Title:	Paid Media
Project Description:	This project will fund paid media associated with all of the MeBHS program priorities, including motorcycle, and NHTSA High Visibility Enforcement campaigns. Expenses include campaign development, retagging of PSA's, purchase of radio, television, social and print media. In FFY17, funds will support production of a new child passenger safety education campaign and PSA, as well as support for the newly created Senior Driver website and campaign. The Senior Driver education campaign will be completed and distributed through a website managed by NL Partners.
Project Justification:	CTW, Eighth Edition 2015 Chapter 2 3.1 "Communications and Outreach Supporting Enforcement" 1.2 "General Communications and Education"
Project Cost:	$650,000.00 S.402 & $ 23,874.25 405f)
Grantee:	MeBHS w/ NL Partners (media vendor)

Project Number:	PM17-002
Project Title:	Sports Marketing
Project Description:	This project will support educational events and advertising at sporting venues. Motorcycle safety, impaired driving, seat belt and distracted driving will be addressed via public service announcements, signage, informational displays, and personal interaction with the public using local law enforcement and MeBHS staff during *You've Been Ticketed* and *Share the Road with Motorcycle* events. Funds will also be used for educational events and advertising at sporting venues that are frequented by sports enthusiasts.
Project Justification:	CTW, Eighth Edition 2015 Chapter 2:

3.1 “Communications and Outreach Supporting Enforcement”

CTW, Eighth Edition 2015 Chapter 5:

4.2 “Communications and Outreach: Other Driver Awareness of Motorcyclist.

Project Cost: $650,000.00 (S.402)

Grantee: MeBHS with Alliance Sports Marketing (vendor)

Project Title	Project Number	Budget	Source
Paid Media	2017-17PM	$673,874.25	S.402&405f
Sports Marketing	2017-17PM	$650,000.00	S.402
Total		**$1,300,000.00**	

4.0 Cost and Project Summary

4.1 HS-217 Program Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Maine

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2017-00-00-00		$.00	$644,073.72	$.00	$644,043.72	$644,043.72	$.00
Planning and Administration Total			**$.00**	**$644,073.72**	**$.00**	**$644,043.72**	**$644,043.72**	**$.00**
Alcohol								
	AL-2017-00-00-00		$.00	$156,250.00	$.00	$625,000.00	$625,000.00	$500,000.00
Alcohol Total			**$.00**	**$156,250.00**	**$.00**	**$625,000.00**	**$625,000.00**	**$500,000.00**
Occupant Protection								
	OP-2017-00-00-00		$.00	$211,000.00	$.00	$843,377.23	$843,377.23	$600,000.00
Occupant Protection Total			**$.00**	**$211,000.00**	**$.00**	**$843,377.23**	**$843,377.23**	**$600,000.00**
Police Traffic Services								
	PT-2017-00-00-00		$.00	$356,250.00	$.00	$1,425,000.00	$1,425,000.00	$1,300,000.00
Police Traffic Services Total			**$.00**	**$356,250.00**	**$.00**	**$1,425,000.00**	**$1,425,000.00**	**$1,300,000.00**
Traffic Records								
	TR-2017-00-00-00		$.00	$8,600.07	$.00	$34,400.28	$34,400.28	$.00
Traffic Records Total			**$.00**	**$8,600.07**	**$.00**	**$34,400.28**	**$34,400.28**	**$.00**
Paid Advertising								
	PM-2017-00-00-00		$.00	$325,000.00	$.00	$1,300,000.00	$1,300,000.00	$1,300,000.00
Paid Advertising Total			**$.00**	**$325,000.00**	**$.00**	**$1,300,000.00**	**$1,300,000.00**	**$1,300,000.00**
Distracted Driving								
	DD-2017-00-00-00		$.00	$62,500.00	$.00	$250,000.00	$250,000.00	$250,000.00
Distracted Driving Total			**$.00**	**$62,500.00**	**$.00**	**$250,000.00**	**$250,000.00**	**$250,000.00**
Teen Safety Program								
	TSP-2017-00-00-00		$.00	$37,500.00	$.00	$150,000.00	$150,000.00	$150,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Teen Safety Program Total			**$.00**	**$37,500.00**	**$.00**	**$150,000.00**	**$150,000.00**	**$150,000.00**
NHTSA 402 Total			***$.00***	***$1,801,173.79***	***$.00***	***$5,271,821.23***	***$5,271,821.23***	***$4,100,000.00***
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2017-00-00-00		$.00	$25,000.00	$.00	$99,709.63	$99,709.63	$.00
408 Data Program Incentive Total			**$.00**	**$25,000.00**	**$.00**	**$99,709.63**	**$99,709.63**	**$.00**
408 Data Program SAFETEA-LU Total			***$.00***	***$25,000.00***	***$.00***	***$99,709.63***	***$99,709.63***	***$.00***
410 Alcohol SAFETEA-LU								
410 Alcohol SAFETEA-LU								
	K8-2017-00-00-00		$.00	$393,000.00	$.00	$130,755.36	$130,755.36	$130,755.36
410 Alcohol SAFETEA-LU Total			**$.00**	**$393,000.00**	**$.00**	**$130,755.36**	**$130,755.36**	**$130,755.36**
410 Alcohol SAFETEA-LU Total			***$.00***	***$393,000.00***	***$.00***	***$130,755.36***	***$130,755.36***	***$130,755.36***
MAP 21 405b OP Low								
405b Low CSS Purchase/Distribution								
	M2CSS-2017-00-00-00		$.00	$18,674.00	$.00	$74,693.85	$74,693.85	$74,693.85
405b Low CSS Purchase/Distribution Total			**$.00**	**$18,674.00**	**$.00**	**$74,693.85**	**$74,693.85**	**$74,693.85**
405b OP Low								
	M2X-2017-00-00-00		$.00	$358,006.00	$.00	$1,432,023.05	$1,432,023.05	$1,432,023.05
405b OP Low Total			**$.00**	**$358,006.00**	**$.00**	**$1,432,023.05**	**$1,432,023.05**	**$1,432,023.05**
MAP 21 405b OP Low Total			***$.00***	***$376,680.00***	***$.00***	***$1,506,716.90***	***$1,506,716.90***	***$1,506,716.90***
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2017-00-00-00		$.00	$419,535.36	$.00	$1,678,141.44	$1,678,141.44	$1,500,000.00
405c Data Program Total			**$.00**	**$419,535.36**	**$.00**	**$1,678,141.44**	**$1,678,141.44**	**$1,500,000.00**

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
MAP 21 405c Data Program Total			***$.00***	***$419,535.36***	***$.00***	***$1,678,141.44***	***$1,678,141.44***	***$1,500,000.00***
MAP 21 405d Impaired Driving Low								
405d Impaired Driving Low								
	M6X-2017-00-00-00		$.00	$1,126,869.78	$.00	$4,507,479.12	$4,507,479.12	$4,507,479.12
405d Impaired Driving Low Total			**$.00**	**$1,126,869.78**	**$.00**	**$4,507,479.12**	**$4,507,479.12**	**$4,507,479.12**
MAP 21 405d Impaired Driving Low Total			***$.00***	***$1,126,869.78***	***$.00***	***$4,507,479.12***	***$4,507,479.12***	***$4,507,479.12***
MAP 21 405e Distracted Driving								
405e Public Education								
	M8PE-2017-00-00-00		$.00	$68,726.90	$.00	$274,907.59	$274,907.59	$274,907.59
405e Public Education Total			**$.00**	**$68,726.90**	**$.00**	**$274,907.59**	**$274,907.59**	**$274,907.59**
405e DD Law Enforcement								
	M8DDLE-2017-00-00-00		$.00	$125,000.00	$.00	$500,000.00	$500,000.00	$500,000.00
405e DD Law Enforcement Total			**$.00**	**$125,000.00**	**$.00**	**$500,000.00**	**$500,000.00**	**$500,000.00**
MAP 21 405e Distracted Driving Total			***$.00***	***$193,726.90***	***$.00***	***$774,907.59***	***$774,907.59***	***$774,907.59***
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2017-00-00-00		$.00	$8,500.00	$.00	$33,874.25	$33,874.25	$.00
405f Motorcyclist Awareness Total			**$.00**	**$8,500.00**	**$.00**	**$33,874.25**	**$33,874.25**	**$.00**
MAP 21 405f Motorcycle Programs Total			***$.00***	***$8,500.00***	***$.00***	***$33,874.25***	***$33,874.25***	***$.00***
NHTSA Total			***$.00***	***$4,344,485.83***	***$.00***	***$14,003,405.52***	***$14,003,405.52***	***$12,519,858.97***
Total			***$.00***	***$4,344,485.83***	***$.00***	***$14,003,405.52***	***$14,003,405.52***	***$12,519,858.97***

4.2 FFY 2017 Project List

HSP Project	Federal Fund/GMIS Code	Total Project Cost	Carry-Over 402	FFY 17 402	Carry-Over Other	Carry-over 405	FFY17 405	Total
Administration								
Planning and Administration Costs	402/300	400,043.72	400,043.72					400,043.72
Grants Management System	402/300	244,000.00		244,000.00				244,000.00
TOTAL		**644,043.72**	**400,043.72**	**244,000.00**				**644,043.72**
Impaired Driving								
Program Management and Operations	402/308	250,000.00	125,000.00	125,000.00				250,000.00
RIDE Teams	405d	300,000.00				300,000.00		300,000.00
Maine State Police SPIDR Team	405d	150,000.00				150,000.00		150,000.00
Impaired Driving Roadside Testing Vehicle	402/308	150,000.00		150,000.00				150,000.00
Traffic Safety Resource Prosecutor	410/405d	155,000.00			130,755.36	24,244.64		155,000.00
EB Impaired Driving HVE	405d	1,478,234.48				1,278,234.48	200,000.00	1,478,234.48
Specialized Law Enforcement Training	402/308	125,000.00	50,000.00	75,000.00				125,000.00
Maine Impaired Driving Summit	402/308	35,000.00	25,000.00	10,000.00				35,000.00
MSP Impaired Driving Coordinator	402 & 405d	150,000.00		15,000.00		135,000.00		150,000.00
LEA Specialized Call-Out Reimbursement	402 & 405d	75,000.00	50,000.00			25,000.00		75,000.00
Judicial Outreach Liaison	405d	225,000.00					225,000.00	225,000.00
Local ProsecutorTraining	405d	35,000.00				35,000.00		35,000.00
Lethal Weapon Training	405d	25,000.00				25,000.00		25,000.00
Law Enforcement Phlebotomy Technicians	405d	60,000.00				60,000.00		60,000.00
Blood Drug Testing and Training	405d	1,500,000.00				900,000.00	600,000.00	1,500,000.00
Impaired Driving Special Prosecutors	405d	550,000.00				550,000.00		550,000.00
TOTAL		**5,263,234.48**	**250,000.00**	**375,000.00**	**130,755.36**	**3,482,479.12**	**1,025,000.00**	**5,263,234.48**
Occupant Protection and Child Passenger Safety								
Program Management and Operations	402/304	175,000.00	150,000.00	25,000.00				175,000.00
OP Equipment Operation & Maintenance	402/304	75,000.00	75,000.00					75,000.00
CIOT/BUNE HVE	402 & 405b	1,000,000.00		150,000.00		525,000.00	325,000.00	1,000,000.00
CR Seats & Educational Materials	405b	74,693.85			57,293.85		17,400.00	74,693.85
Annual OP Observational Survey	405b	230,000.00				230,000.00		230,000.00
CPS T & I Training	405b	80,000.00				80,000.00		80,000.00
Traffic Safety Educator	402/304	136,000.00		136,000.00				136,000.00
Child Care Provider/Transporter Education	402/304	75,000.00	64,199.46	10,800.54				75,000.00
CPS Biennial Conference	402/304	30,000.00		30,000.00				30,000.00
CPS Reference Materials for LEO	402/304	25,000.00		25,000.00				25,000.00
CPS CSS Tracking	402/304	42,000.00		42,000.00				42,000.00
CPS Seat Inspection Data Collection (app/database)	402/304	75,000.00		75,000.00				75,000.00
HMP Pre-Driver OP Education	405b	50,000.00				50,000.00		50,000.00
NHTSA OP Program Assessment	402/304	57,400.28		57,400.28				57,400.28
MSP TOPAZ Team	405b	225,000.00		2,976.95		222,023.05		225,000.00
TOTAL		**2,350,094.13**	**289,199.46**	**554,177.77**	**57,293.85**	**1,107,023.05**	**342,400.00**	**2,350,094.13**
Traffic Records								
Program Management and Operations	402/310	34,400.28	34,400.28					34,400.28
EMS Trauma Registry	405c	390,000.00				390,000.00		390,000.00
MCRS Update/Upgrades	408 & 405c	615,000.00			99,709.63	515,290.37		615,000.00
E-Citation	405c	372,851.07				72,851.07	300,000.00	372,851.07
Maine CODES	405c	50,000.00				50,000.00		50,000.00
Crash Data Public Access Reports	405c	250,000.00				250,000.00		250,000.00
Electronic Collection of Highway Data & Analysis	405c	100,000.00				100,000.00		100,000.00
TOTAL		**1,812,251.35**	**34,400.28**	**0.00**	**99,709.63**	**1,378,141.44**	**300,000.00**	**1,812,251.35**
Police Traffic Services								
Program Management and Operations	402/315	125,000.00	125,000.00					125,000.00
MSP Safe Program	402/315	150,000.00	130,000.00	20,000.00				150,000.00
Law Enforcement Liaison	402/315	150,000.00	125,000.00	25,000.00				150,000.00
Municipal & County Data-Driven Speed Enforcement	402/315	1,000,000.00	800,000.00	200,000.00				1,000,000.00
TOTAL		**1,425,000.00**	**1,180,000.00**	**245,000.00**	**0.00**	**0.00**	**0.00**	**1,425,000.00**

Motorcycle Safety								
OUI Detection Guide for Law Enforcement	405f	10,000.00				10,000.00		10,000.00
TOTAL		**10,000.00**	**0.00**	**0.00**	**0.00**	**10,000.00**	**0.00**	**10,000.00**
Young Driver								
Young Driver Expo	402	25,000.00		25,000.00				**25,000.00**
Life of an Athlete Influencer Program	402	125,000.00		125,000.00				**125,000.00**
TOTAL		**150,000.00**	**0.00**	**150,000.00**	**0.00**	**0.00**	**0.00**	**150,000.00**
Distracted Driving								
Distracted Driving Education	405e	274,907.59				274,907.59		**274,907.59**
Distracted Driving Enforcement	402 & 405e	750,000.00		250,000.00		100,000.00	400,000.00	**750,000.00**
TOTAL		**1,024,907.59**	**0.00**	**250,000.00**	**0.00**	**374,907.59**	**400,000.00**	**1,024,907.59**
Public Relations and Marketing								
Paid Media (all program areas)	402/301&405f	673,874.25	650,000.00			23,874.25		673,874.25
Sports Marketing	402/301 & s. 201	650,000.00	650,000.00					650,000.00
TOTAL		**1,323,874.25**	**1,300,000.00**	**0.00**	**0.00**	**23,874.25**	**0.00**	**1,323,874.25**
	Total 402 Carry-over		3,453,643.46					
	Total 402 FFY17 Est.			1,818,177.77				
	Total 405b Carry-over					1,107,023.05		
	Total 405b CSS 5%				57,293.85			
	Total 405b CSS 5% Est.						17,400.00	17,400.00
	Total 405b Est.						325,000.00	
	Total 408 carryover				99,709.63			
	Total 405c carry-over					1,378,141.44		
	Total 405c Est.						300,000.00	
	Total 410 carry-over				130,755.36			
	Total 405d Carry-over					3,482,479.12		
	Total 405d Est.						1,025,000.00	
	Total 405e carry-over					374,907.59		
	Total 405e Est.						400,000.00	
	Total 405f Carry-over					33,874.23		
	Total	14,003,405.52	3,453,643.46	1,818,177.77	287,758.84	6,376,425.43	2,067,400.00	14,003,405.52
	Total Carry-over *	10,117,827.73						
	Total Est. FY17 402	715,000.00						
	Total Est. 405 Incentive	2,067,400.00						

* Total does not include:
S. 2010 MC = **$96,574.12** will be spent before end of FFY16
S. 2011 CPS = **$25,121.72** will be spent before end of FFY16.
10,117,827.73
$10,239,523.57 unspent total in GTS

Appendix A – Section 402 Certifications and Assurances

APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)

[*Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.*]

State: Maine Fiscal Year: 2017

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

[ONDISCRIMINATION
ıpplies to subrecipients as well as States)

he State highway safety agency will comply with all Federal statutes and implementing ;gulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These ıclude but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.,* 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies** Act of 1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.),* **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.),* as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.),* (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.

- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;

- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;

- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;

- Insert in all contracts and funding agreements with other State or private entities the following clause:

  "During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

  a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;

c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;

d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and

e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
b. Establishing a drug-free awareness program to inform employees about:
    - The dangers of drug abuse in the workplace.
    - The grantee's policy of maintaining a drug-free workplace.
    - Any available drug counseling, rehabilitation, and employee assistance programs.
    - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    - Abide by the terms of the statement.
    - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- Taking appropriate personnel action against such an employee, up to and including termination.
- Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.

2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)

5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
    - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
        - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
        - Increase use of seatbelts by occupants of motor vehicles;
    - Submission of information regarding mobilization participation into the HVE Database;
    - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
    - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
    - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
    - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).
      (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [*CHECK ONLY ONE*]

☐ Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

☐ Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Signature Governor's Representative for Highway Safety — Date: 06/14/2016

John E. Morris, Commissioner

Printed name of Governor's Representative for Highway Safety

Appendix B – Section 405 Certifications and Assurances

APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS

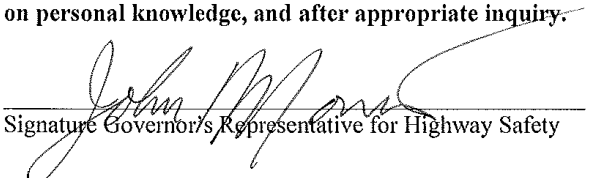
[*Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.*]

State: Maine Fiscal Year: 2017

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety — Date: 06/15/2016

John E. Morris, Commissioner
Printed name of Governor's Representative for Highway Safety

Appendix C – Section 405 Grant Application

Documents contained within this appendix are:

- Section 405(b) - Occupant Protection Grant Application
- Section 405(c) - State Traffic Safety Information System Improvements Grant Application
- Section 405(d) - Impaired Driving Countermeasures Grant Application
- Section 405(d)(6)(A) – Alcohol-Ignition Interlock Law Grant Application
- Section 405(d)(6)(B) – 24-7 Sobriety Program Grant Application
- Section 405(e) – Distracted Driving Grant Application
    - Distracted Driving Questions (see below)
- Section 405(f) – Motorcyclist Safety Grant Application and supporting documents
- Section 405(g) – State Graduated Driver Licensing Incentive Grant Application

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Distracted Driving Questions

1. When using a cellular telephone in your vehicle, you should:
   A) Continue driving as you normally would
   B) Pull off the road before dialing
   C) Monitor traffic conditions before answering or making calls

2. Nearly all accidents involve;

   A) Visual, manual, cognitive distractions
   B) Listening to the radio
   C) Talking to your passenger

3. A driver under what age is prohibited from operating while using a mobile telephone or handheld electronic device?

   A) 20
   B) 21
   C) 18

4. To manage or eliminate distractions, it's important to understand the three distinct types;

   A) Visual, speed and road conditions
   B) Visual, manual and cognitive
   C) Hearing, passengers and darkness

5. Laws that prohibit cell phone use and texting have an impact on what?

   A) Getting your license
   B) Safety
   C) Time management

6. In the rush to be on time, don't make the sometimes fatal mistake of;

   A) Putting your 4-way flashers on to get other motorists off the road
   B) Multi-tasking behind the wheel
   C) Neither A or B are correct

7. Nearly all motor vehicle accidents involve what?

   A) A combination of two or more types of distractions
   B) A driver who has no formal education
   C) A vehicle operated by an out of state driver

8. When driving, tuning the radio would be considered what type of distraction?

   A) Visual distraction
   B) Manual distraction
   C) Cognitive distraction

9. When using a cellular telephone in your vehicle, you should;

   A) Continue driving as you normally would
   B) Put the phone on the dashboard
   C) Monitor traffic conditions before answering or making calls

Appendix C – 405b

✓ PART 1.1: OCCUPANT PROTECTION GRANT (23 CFR § 1200.21)
[*Check the box above **only** if applying for this grant.*]

All States: [*Fill in **all** blanks below.*]

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 53; 61.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 59.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # Appendix I.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 52-66; 59.

Lower Seat belt Use States:
[*Check **at least 3 boxes** below and fill in **all** blanks under those checked boxes.*]

✓ The State's **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on 09/20/2007 and last amended on 09/25/2009, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** MRSA 29-A Section 2081.

✓ The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on 12/27/1995 and last amended on 09/25/2009, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint: MRSA 29-A Section 2081;
- Coverage of all passenger motor vehicles: MRSA 29-A Section 2081;
- Minimum fine of at least $25: MRSA 29-A Section 2081;

- Exemptions from restraint requirements: MRSA 29-A Section 2081.

☑ The State's **seat belt enforcement plan** is provided as HSP attachment or page # 52-53; 59-61; 66.

☐ The State's **high risk population countermeasure program** is provided as HSP page or attachment # _____.

☑ The State's **comprehensive occupant protection program** is provided as HSP attachment # 52-67.

☑ The State's NHTSA-facilitated **occupant protection program assessment** was conducted on 05/16/2014.

Paul R. LePage
Governor

STATE OF MAINE
Department of Public Safety
Bureau of Highway Safety
164 State House Station
Augusta, Maine
04333-0164

John E. Morris
Commissioner

Lauren V. Stewart
Director

May 19, 2016

Mr. Art Kinsman
Regional Administrator
U.S. Department of Transportation
National Highway Traffic Safety Administration
Volpe Center, Kendall Square
55 Broadway, RTV-8E
Cambridge, MA. 02142-1093

RE: Maine Occupant Protection Assessment Request 2017

Dear Administrator Kinsman,

Maine's last Occupant Protection Assessment was conducted in Federal Fiscal Year 2014. I respectfully request that a 3-year assessment of our program be scheduled and conducted in Federal Fiscal Year 2017.

If you need additional information, please contact me.

Sincerely,

Lauren V. Stewart, Director

cc: Corinne Perreault, Maine OP Coordinator
Janet Cummings, Maine CPS Coordinator
Jaime Pelotte, Maine Contract Specialist

Buckle Up. Drive Safely.

Office Located At:
Central Maine Commerce Center
45 Commerce Dr. Suite 1
Augusta, ME 04330
Phone: (207) 626-3840 Fax: (207) 287-3042

Appendix C – 405c

☑ PART 2.1: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT (23 CFR § 1200.22)

[*Check the box above **only** if applying for this grant.*]

- The lead State agency responsible for traffic safety information system improvements programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

[*Fill in **at least one** blank for each bullet below.*]

- A copy of [*check **one box** only*] the ☑ TRCC charter or the ☐ statute legally mandating a State TRCC is provided as HSP attachment # Appendix H.
- A copy of meeting schedule and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # Appendix H.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # Appendix H.
- The name and title of the State's Traffic Records Coordinator is Lauren V. Stewart, Director.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # Appendix H.
- [*Check **one box** below and fill in **any** blanks under that checked box.*]
  ☑ The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages 20-25 Maine Traffic Records Strategic Plan for FFY2017.
  OR
  ☐ If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on April 25, 2016.

Appendix C -405d; 405d6A; 405d6B

☑ **PART 3.1: IMPAIRED DRIVING COUNTERMEASURES GRANT (23 CFR § 1200.23)**
[*Check the box above **only** if applying for this grant.*]

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(j) in the fiscal year of the grant.

Mid-Range State:

- The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____.
- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____ .
- The statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.
- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

☑ **PART 4: ALCOHOL-IGNITION INTERLOCK LAW GRANT (23 CFR § 1300.23(G))**
[*Check the box above **only** if applying for this grant.*]

[*Fill in **all** blanks.*]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months that was enacted on 09/01/2008 and last amended on 10/09/2013, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** MRSA 29-A Section 2412-A and Section 2508: Maine does not have a minimum time requirement for IID. .

☑ **PART 5: 24-7 SOBRIETY PROGRAM GRANT (23 CFR § 1300.23(H))**

[*Check the box above **only** if applying for this grant.*]

[*Fill in **all** blanks.*]

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on 11/22/2003 and last amended on 10/09/2013, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** 29-A 2411 & 2506 .

[*Check **at least one of the boxes** below and fill in **all** blanks under that checked box.*]

☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant. **Legal citation(s):** _____ .

☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided as HSP page or attachment # _____.

Appendix C – 405e

☑ PART 6*: DISTRACTED DRIVING GRANT (23 CFR § 1300.24)

(* Under Appendix D of Part 1200, Distracted Driving grant application was Part 4.)

[*Check the box above **only** if applying for this grant.*]

[*Fill in **all** blanks under the checked box.*]

☑ **Comprehensive Distracted Driving Grant**

- The State provides sample distracted driving questions from the State's driver's license examination in HSP page or attachment # Appendix C.

- **Prohibition on Texting While Driving**

  The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least $25, was enacted on 09/29/2011 and last amended on 10/09/2013, is in effect, and will be enforced during the fiscal year of the grant.

  Legal citations:
  - Prohibition on texting while driving: MRSA 29-A Section 2119, Subsection 2;
  - Definition of covered wireless communication devices: MRSA 29-A, Section 1311, Subsection 1(c); MRSA 29-A, Section 2119, S undefined;
  - Minimum fine of at least $25 for an offense: MRSA 29-A Section 2119 Subsection 3;
  - Exemptions from texting ban: .

- **Prohibition on Youth Cell Phone Use While Driving**

  The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least $25, was enacted on 09/20/2007 and last amended on 10/15/2015, is in effect, and will be enforced during the fiscal year of the grant.

  Legal citations:
  - Prohibition on youth cell phone use while driving: MRSA 29-A Section 1304 Sub (1)(I); MRSA 29-A Section 1311 Sub (1)(C); MRSA 29-A Section 2116 Sub 2;
  - Definition of covered wireless communication devices: MRSA 29-A Section 1311 Sub (1)(C); MRSA 29-A Section 2116 Sub 1;
  - Minimum fine of at least $25 for an offense: MRSA 29-A Section 1311 Sub 4; MRSA 29-A Section 2116 Sub 3;
  - Exemptions from youth cell phone use ban: .

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (i.e., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

Special Distracted Driving Grant for Fiscal Year 2017

- The State's basic text messaging statute applying to drivers of all ages was enacted on 09/29/2011 and last amended on 10/09/2013, is in effect, and will be enforced during the fiscal year of the grant.

  Legal citations:
  - Basic text messaging statute: MRSA 29-A Section 2119;
  - Primary or secondary enforcement: Primary.

- The State is **NOT** eligible for Special Distracted Driving Grant if the State qualifies for a Comprehensive Distracted Driving Grant.

Appendix C – 405f

☑ PART 7.1*: MOTORCYCLIST SAFETY GRANT (23 CFR § 1200.25)

(*Under Appendix D of Part 1200, Motorcyclist Safety Grant application was Part 5.)

[*Check the box above **only** if applying for this grant.*]

[*Check **at least 2 boxes** below and fill in **any** blanks under those checked boxes.*]

☑ **Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # Appendix C.
- Document(s) showing the designated State authority approving the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # Appendix C.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # Appendix C.
- Document showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # Appendix C.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # Appendix C.

☐ **Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment #_____.
- Letter from the Governor's Representative for Highway Safety regarding the development of the motorcyclist awareness program is provided as HSP attachment #_____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page #_____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment # or page #_____

_____.

- Copy of the State strategic communications plan is provided as HSP attachment # ____ _____.

☑ **Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # Appendix C.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # 78-80.

☐ **Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____ _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation defines impairment. **Legal citation(s):** _____ _____.

☑ **Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____ Appendix C.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # 78-80.
- The State law or regulation defines impairment. **Legal citation(s):** _____ MRSA 29-A Section 2401.

☐ **Use of fees collected from motorcyclists for motorcycle programs:** [*Check **one box** below and fill in **any** blanks under the checked box.*]

☐ Applying as a Law State –

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. **Legal citation(s):** _____. **AND**
- The State's law appropriating funds for FY ____ requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs. **Legal citation(s):** _____.

☐ Applying as a Data State –

- Data and/or documentation from official State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # ____ _____.

29-250 DEPARTMENT OF THE SECRETARY OF STATE

BUREAU OF MOTOR VEHICLES

Chapter 11: RULES GOVERNING MOTORCYCLE RIDER EDUCATION

Summary: These rules govern the licensure of motorcycle education instructors.

Section 1. Purpose. These rules describe qualification standards and requirements for the licensing motorcycle rider education instructors, define application procedures, establish instructor certification courses, define the motorcycle rider education program, and describe site requirements. These rules repeal existing rules governing motorcycle rider education.

Section 2. Definitions. For the purpose of these rules the following definitions apply.

1. Certification means a license issued by the Secretary of State to conduct a motorcycle rider education program as described in these rules.

2. Instructor means a person licensed by the Secretary of State to conduct a motorcycle rider education program.

3. Motorcycle rider education means the programs of instruction entitled:

   A. The Maine Motorcycle Safety Education Course (MMSEC), a safety awareness program intended for novices that consists of an eight (8) hour block of classroom instruction. Successful completion fulfills the requirement of 29-A MRSA Section 1352(1).

   B. Motorcycle Rider Course: Riding and Street Skills (MRC:RSS). The MRC:RSS is intended for novice riders and consists of a fifteen (15) hour block of instruction consisting of seven (7) hours of classroom instruction and eight (8) hours of actual hands on instruction provided on an approved riding range. Successful completion of the written knowledge test fulfills the requirement of 29-A MRSA Section 1352(1).

   C. Experienced Rider Course (ERC). The ERC is limited to students who possess a motorcycle endorsement, and have at least three (3) months of riding experience. The ERC does not fulfill the requirement of 29-A MRSA Section 1352 (1). The ERC is also used to maintain instructor certification.

4. Motorcycle site certification means a classroom or motorcycle range approved by the Secretary of State for use in a motorcycle rider education program.

5. Secretary of State means the Secretary of State or an authorized agent.

6. Senior Instructor means a person licensed by the Secretary of State to conduct the MMSEC Instructor Certification course, as well as MMSEC, MRC:RSS and ERC motorcycle rider education courses.

7. Student means a person who is at least sixteen (16) years of age and who is enrolled in the MMSEC, MRC:RSS or the ERC.

Section 3. Instructor Licensing Requirements

1. General requirements. Any person who conducts motorcycle rider education, acts as an instructor or represents oneself as providing the same must be licensed by the Secretary of State. The Secretary of State may not authorize a person to conduct motorcycle rider education unless the person meets the following requirements:

   A. The person is least 21 years of age;

   B. The person has a high school diploma or it's equivalent;

   C. The person has a valid operator's license with an endorsement, or restriction, to operate a motorcycle as described in 29-A MRSA Section 1254;

   D. The person has at least four (4) years of riding experience as a licensed motor cycle operator in this state or another jurisdiction;

   E. The person has not been convicted of a moving criminal traffic offense within the last three (3) years, except for operating without an operator's license if the operator's license was expired less that five (5) years and operating with an expired registration;

   F. The person has not been designated as an accident prone driver pursuant to 29-A MRSA Section 1308 within the last year;

   G. The person has not had an operator's license suspended or revoked within the last six (6) years pursuant to 29-A MRSA Sections 2411, 2453, 2454, 2456, 2457, 2521, 2525, 2552, 2554, 2555 or 2557;

   H. The person has not been convicted of any Class A, B or C crime or felony within the last ten (10) years;

   I. The person has completed a basic first aid course approved by the American Red Cross or National Safety Council within the last year;

   J. The person pays the fee as established by 29-A MRSA Section 1353;

   K. The person must not have any physical, emotional or mental impairments that would prevent driver licensure in accordance with Chapter 3, Secretary of State, Bureau of Motor Vehicles, Rules Governing the Physical, Emotional and Mental Competence to Operate a Motor Vehicle (FAP-II).

   L. The person passes an examination as prescribed by the Secretary of State consisting of a knowledge, vision and road test.

      (1) Motorcycle rider road test. An instructor shall successfully complete a motorcycle rider examination, as prescribed by the Secretary of State, within a reasonable time of issuance of the instructor certificate. The examination must demonstrate the applicant's proficiency to operate a motorcycle in actual traffic situations and must be at least 30 minutes in length.

2. Special additional requirements.

   A. MMSEC instructor. In addition to the general requirements listed in section 3, subsection 1, a person applying for a MMSEC certification must successfully complete an instructor certification course as set forth in the MMSEC instructor guide, including at least 24 hours of classroom instruction and completion of a written knowledge test;

   B. MRC:RSS and ERC instructors. In addition to the general requirements listed in section 3, subsection 1, a person applying for a MRC:RSS or ERC certification must submit proof of certification by the Motorcycle Safety Foundation (MSF);

   C. Senior Instructor. In addition to the general requirements listed in section 3, subsection 1, a person applying for Senior Instructor status must submit proof of certification by the MSF and must have taught at least four (4) MRC:RSS courses. The person must also be licensed by the Secretary of State to teach MMSEC and that person must have taught at least twelve (12) MMSEC courses.

3. Continuing education and recertification requirements. In addition to the requirements listed in subsections 1 and 2, a person applying for recertification must meet the following requirements.

   A. Successfully complete a basic first aid course approved by the American Red Cross or National Safety Council at least once in each three year period following the issuance of the initial motorcycle rider education license

   B. Attendance at continuing education programs or seminars at the request of the Secretary of State

   C. The person must successfully complete the MSF's ERC at least once in each three year period from the date of initial licensure;

      (1) Instructing an ERC program is considered completing an ERC for purposes of maintaining licensure;

      (2) An ERC must be taught by an instructor certified by MSF and the Secretary of State in order to be credited toward maintaining certification.

   D. MSF certification. If an MRC:RSS or ERC instructor, the person must maintain MSF certification.

4. License expiration and renewal.

   A. All instructor licenses and site certifications expire one year from date of issue.

   B. A licensed instructor shall, on or before the annual expiration of licensure, submit a renewal application and the prescribed renewal fee. A person who renews his/her instructor license within 24 months of the expiration of his/her last license may be licensed without further requirement upon application and payment of the license fee.

Section 4. Motorcycle Site Certification Requirements

1. Facilities. A motorcycle rider education instructor shall only conduct MMSEC, MMSEC Instructor Certification, MRC:RSS or ERC courses on sites certified by the Secretary of State. A person making application for a motorcycle site certification for a classroom shall provide a classroom that includes:

   A. A minimum of 60 square feet of floor space for the instructor, equipment and any classroom motorcycle, plus a minimum of fifteen (15) square feet of floor space per student

   B. Adequate seating and writing space for each student;

   C. Adequate lighting, heat and ventilation;

   D. Adequate rest room facilities that are readily accessible to students;

   E. Appropriate teaching aids, literature and forms that must include:

      (1) An instructor guide appropriate to the course being taught;

      (2) The latest edition of the Maine Motor Vehicle Statutes (Title 29-A);

      (3) A copy of the latest edition for each student of the Motorist Informational Study Guide as developed by the Secretary of State.

      (4) A copy of the Motorcycle Rider Education Rules;

      (5) Class start up reports;

      (6) Class completion reports;

      (7) Student course completion certificates; and

      (8) Permit applications (MVE-64)

   F. A person making application for a motorcycle site certification for a riding range shall provide;

      (1) Facilities that meet the specifications for range layout and equipment as set forth in the MRC:RSS or ERC instructor

guides, whichever is appropriate to the instructor's certification; and

(2) Confirmation of insurance coverage issued by MSF for the riders on the range and equipment used on the range.

G. Compliance with land use regulations. A report from a fire marshal or other proper official which demonstrates that the school premises comply with state and municipal requirements regarding public health, safety and access. The Secretary of State may accept a report already filed if the facility is also used as a driver education school, and no changes have been made.

H. Inspections. The Secretary of State may at any reasonable time conduct on site inspections of records, facilities and equipment in order to determine compliance with these rules.

I. Fees. Instructors or sponsors of motorcycle rider education courses shall submit an annual fee as established by 29-A MRSA Section 1353 for the inspection of each classroom location and an annual fee as established by 29-A MRSA Section 1353 for the inspection of each riding range location. Ranges temporarily marked must be inspected and an inspection fee paid before each use. A permanently marked range need only be inspected annually.

Section 5. Motorcycle Rider Education Program Requirements

1. Curriculum. An instructor shall comply with the course curriculum as set forth in the MMSEC, MRC:RSS or ERC instructor guides, whichever is appropriate to the course and instructor's license, while conducting a motorcycle rider education program. Senior instructors, while conducting a MMSEC Instructor Certification course, shall comply with course curriculum as set forth by the Secretary of State.

   A. Curriculum hours. An instructor shall ensure that each student completes:

      (1) At least eight (8) hours of actual classroom instruction, if enrolled in the MMSEC program, before a student may be issued a course completion certificate: or

      (2) At least seven (7) hours of actual classroom instruction and eight (8) hours of actual riding range instruction, if enrolled

in the MRC:RSS program, before a student may be issued a course completion certificate; or

(3) At least three and one half (3 1/2) hours of actual classroom instruction and three and one half (3 1/2) hours of actual riding range instruction if enrolled in the ERC program; or

(4) At least 24 hours of classroom instruction if enrolled in a MMSEC Instructor Certification course.

B. Student eligibility. An instructor shall ensure that each student:

(1) Is at least sixteen (16) years of age at the start of a MMSEC, MRC:RSS or ERC motorcycle rider program;

(2) Is at least 21 years of age if enrolled in a MMSEC instructor certification program;

(3) Furnishes proof of age when enrolling in a motorcycle rider education program if not in possession of a valid State of Maine driver's license; and

(4) Furnishes proof of completion of an approved program of driver education, as described in 29-A MRSA, Section 1351, if sixteen (16) years of age and not in possession of a valid Maine driver's license.

(5) Meets the minimum visual acuity standard in accordance with Chapter 3, Secretary of State, Bureau of Motor Vehicles, Rules Governing the Physical, Emotional and Mental Competence to Operate a Motor Vehicle (FAP-II).

C. Record keeping. An instructor shall complete a course start up and course completion report on forms prescribed by the Secretary of State, which must be signed by the instructor, for each class.

D. Submission and retention of records. An instructor shall:

(1) Submit an original copy of all class start up reports to be in the possession of the Secretary of State at least seven (7) days prior to the start of the course;

(2) Submit an original copy of all class completion reports to be in the possession of the Secretary of State within seven (7) says of completion of course;

(3) Retain a duplicate copy of all records for at least three (3) years;

(4) Report the loss, mutilation or destruction of any records to the Secretary of State within ten (10) days, stating the date and circumstances involved;

(5) Keep records current and available for inspection by the Secretary of State at all reasonable times; and

(6) Return all course completion certificates voided by the instructor to the Secretary of State with the course completion report of that class.

E. Course completion certificates. For the purpose of obtaining an instruction permit, as required by 29-A MRSA, Section 1352(5), an instructor shall issue a course completion certificate, provided by the Secretary of State, to a student who successfully completes all of the course requirements. A student may not be issued a completion certificate unless the student has received all the instruction required by the standardized curriculum of the MMSEC or the MRC:RSS, whichever is applicable, and meets the minimum requirements established by these rules and applicable statute. A rider education instructor may establish additional reasonable requirements, including performance standards, that a student must meet to obtain a course completion certificate. If a rider education instructor establishes additional requirements, the student must be advised, in writing, prior to enrolling in the course of all the requirements necessary to earn a course completion certificate. A rider education instructor may not withhold the issuance of a certificate solely because the student fails to pay any fee required by the instructor.

F. Duplicate course completion certificates.

(1) An instructor may not issue a duplicate course completion certificate, but shall instead refer each student's request to the Secretary of State, Bureau of Motor Vehicles.

(2) A request for a certification of course completion due to the loss of an original certificate must be submitted in writing to the Secretary of State.

(3) The Bureau of Motor Vehicles may issue a certification of completion, upon each student's request, provided it has received a class completion report showing the completion of the student, and it is satisfied that such a request is justified.

G. Monitoring performance. The Secretary of State may, at any reasonable time, monitor and evaluate an instructor's performance to determine compliance with 29-A MRSA Section 1352 and these rules.

H. Refund and cancellation policy. An instructor must have a written refund and cancellation policy that must be furnished to the student at the time of enrollment in any rider education program, including MMSEC Instructor Certification course.

I. Student to Instructor ratio. The maximum student to instructor ratio for any motorcycle rider education course is 24 to one (1).

Section 6. Complaint Processing Procedure for Complaints Against Licensed Instructors

All complaints regarding a motorcycle rider education instructor must be signed by the complainant and submitted to the Secretary of State in writing. The Secretary of State shall acknowledge receipt of the complaint and notify the complainant of the final action taken. The Secretary of State shall advise the person, against whom a complaint has been registered, of the nature of the claim. The Secretary of State may investigate complaints as deemed appropriate.

Section 7. Denying, Suspending or Revoking the Licensing of an Instructor

1. The Secretary of State may suspend, revoke or deny to issue or renew a rider education program instructor's license for noncompliance with statutory and regulatory requirements.

2. A person refused a license or whose license is suspended or revoked may request a hearing with the Secretary of State. Administrative hearings are conducted in accordance with 29-A MRSA, Chapter 23, Subchapter III Article 3.

4. An instructor whose license is denied, suspended or revoked, or who does not renew certification, for more than 24 months, must complete the certification process described in Section 3 of these rules again in order to be relicensed.

There will be no fiscal impact to municipalities resulting from the adoption of these rules.

STATUTORY AUTHORITY: 29-A MRSA section 153

EFFECTIVE DATE:
August 16, 1988

AMENDED:
September 14, 1992

EFFECTIVE DATE (ELECTRONIC CONVERSION):
May 4, 1996

REPEALED AND REPLACED:
February 7, 1998

Secretary of State
Bureau of Motor Vehicles

Run Date: 06/16/2016

Driver/Rider Education Program
Driver Ed Schools by County

School Type - MOTORCYCLE

ounty	School Name	School Location (Physical)	Office Phone	BRC/MMSEC
NDROSCOGGIN	AUBURN LEWISTON DRIVER RIDER EDUCATION	FUTURE GUARD, 101 MERROW RD, AUBURN	207-782-4605	BRC
NDROSCOGGIN	AUBURN LEWISTON DRIVER RIDER EDUCATION	FUTURE GUARD-MOBILE CLASSROOM, AUBURN	207-782-4605	BRC
NDROSCOGGIN	ROY'S DRIVER & RIDER EDUCATION	190 BIRCH STREET, LEWISTON	207-784-6245	BRC
NDROSCOGGIN	ROY'S DRIVER & RIDER EDUCATION	190 BIRCH STREET, LEWISTON	207-784-6245	BRC
ROOSTOOK	LORE MOTORCYCLE EDUCATION	830 MAIN STREET, PRESQUE ISLE	207-391-0094	BRC
UMBERLAND	AUBURN LEWISTON DRIVER RIDER EDUCATION	SCARBOROUGH DOWNS-MOBILE CLASSROOM, SCARBOROUGH	207-782-4605	BRC
UMBERLAND	AUBURN LEWISTON DRIVER RIDER EDUCATION	SCARBOROUGH DOWNS, 90 PAYNE RD, SCARBOROUGH	207-782-4605	BRC
ANKLIN	CENTRAL MAINE MOTORCYCLE SCHOOL, LLC	WESTERN MAINE DEVELOPMENT LLC, 128 WELD RD., WILTON	207-634-3641	BRC
ANCOCK	A & J MOTORCYCLE SAFETY SCHOOL	66 HERITAGE PARK ROAD, BUCKSPORT	207-469-0051	BRC
ANCOCK	A & J MOTORCYCLE SAFETY SCHOOL	66 HERITAGE PARK ROAD, BUCKSPORT	207-469-0051	BRC
ENNEBEC	M.O.S.T. OF MAINE, LLC	CRYSTAL FALLS, 1269 EASTERN AVE, CHELSEA	207-445-6678	BRC
ENNEBEC	M.O.S.T. OF MAINE, LLC	CRYSTAL FALLS, 1269 EASTERN AVE, CHELSEA	207-445-6678	BRC
NOX	MOTORCYCLES IN MOTION, INC	5 FARWELL DRIVE, ROCKLAND	207-763-3745	BRC
NOX	MOTORCYCLES IN MOTION, INC	5 FARWELL DRIVE, ROCKLAND	207-763-3745	BRC
NOBSCOT	CENTRAL MAINE HARLEY-DAVIDSON BUELL SCHOOL	2387 ROUTE 2, HERMON	207-848-5709	BRC
NOBSCOT	CENTRAL MAINE HARLEY-DAVIDSON BUELL SCHOOL	2387 ROUTE 2, HERMON	207-848-5709	BRC

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Secretary of State
Bureau of Motor Vehicles

Run Date: 06/16/2016

Driver/Rider Education Program
Driver Ed Schools by County

School Type - MOTORCYCLE

County	School Name	School Location (Physical)	Office Phone	BRC/MMSEC
SAGADAHOC	LORE MOTORCYCLE EDUCATION	BUS-MOBILE CLASSROOM, MOBILE CLASSROOM	207-391-0094	BRC
SAGADAHOC	LORE MOTORCYCLE EDUCATION	MT. ARARAT HIGH SCHOOL EAGLES WAY, TOPSHAM	207-391-0094	BRC
SOMERSET	MOTORCYCLE RIDER EDUCATION OF MAINE, INC	HIGGINS BUS, MOBILE CLASSROOM	207-941-9587	BRC
SOMERSET	MOTORCYCLE RIDER EDUCATION OF MAINE, INC	JOHN DORITY TRAINING CTR, 10 MOUNTAIN AVE, FAIRFIELD	207-941-9587	BRC
WASHINGTON	CENTRAL MAINE MOTORCYCLE SCHOOL, LLC	10 BLUEBIRD RANCH DRIVE, JONESBORO	207-634-3641	BRC
WASHINGTON	CENTRAL MAINE MOTORCYCLE SCHOOL, LLC	10 BLUEBIRD RANCH DRIVE, JONESBORO	207-634-3641	BRC
WASHINGTON	CENTRAL MAINE MOTORCYCLE SCHOOL, LLC	26 TRAILER VARIOUS, MOBILE CLASSROOM	207-634-3641	BRC
YORK	LORE MOTORCYCLE EDUCATION	BIDDEFORD ICE ARENA, 14 POMERLEAU STREET, BIDDEFORD	207-391-0094	BRC
YORK	LORE MOTORCYCLE EDUCATION	BIDDEFORD ICE ARENA, 14 POMERLEAU STREET, BIDDEFORD	207-391-0094	BRC
YORK	MOTORCYCLE RIDER EDUCATION OF MAINE, INC	TRAILER (JAGGER), MOBILE CLASSROOM	207-941-9587	BRC
YORK	MOTORCYCLE RIDER EDUCATION OF MAINE, INC	OOB HIGH SCHOOL, OLD ORCHARD BEACH	207-941-9587	BRC

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BRC, 3WBRC and BRC 2 COMPLETION REPORT

MAIL OR FAX WITHIN 7 DAYS FROM COMPLETION OF COURSE TO:
BUREAU OF MOTOR VEHICLES, RIDER EDUCATION PROGRAM
29 STATE HOUSE STATION, AUGUSTA, ME 04333-0029
TEL# 624-9000 ext. 52128 FAX# 624-9158

SCHOOL NAME: TELEPHONE#:

COURSE LOCATION: RANGE LICENSE#:

INSTRUCTOR(S):

COURSE START DATE: # OF STUDENTS: BRC ( ) PERMIT ( ) INCOMPLETE ( ) TOTAL ( )

COURSE ENDING DATE: # OF STUDENTS: BRC2 ( ) 3WBRC ( ) INCOMPLETE ( ) TOTAL ( )

	STUDENT NAME (List alphabetically) LAST FIRST MI	D.O.B.	PHONE #	BRC	[illegible]	INC	CCC #
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							
17							
18							
19							
20							
21							
22							
23							
24							

I certify that each student has completed the course checked above and met all state requirements: BRC, 3WBRC or BRC2.
I understand that knowingly supplying false information will result in the suspension or revocation of any license issued to me.

LICENSEE'S SIGNATURE: **Date:**

NOTE: You must keep a copy of this roster for your files.

MVE-89 04/2016

BUREAU OF MOTOR VEHICLES
MOTORCYCLE SAFETY PROGRAM
#29 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0029
Telephone: (207)624-9000 ext. 52128
Fax: (207)624-9158

MOTORCYCLE SAFETY PROGRAM
NEW COURSE REPORT

THIS REPORT MUST BE FILED WITH THE BUREAU OF MOTOR VEHICLES AT THE ABOVE ADDRESS AT LEAST SEVEN DAYS PRIOR TO THE START-UP DATE.

PLEASE PRINT OR TYPE

1. SCHOOL NAME _____
2. SCHOOL LOCATION _____
3. TELEPHONE# _____ SCHOOL LICENSE # _____
4. INSTRUCTOR(S) NAME _____
5. INSTRUCTOR(S) LICENSE # _____
6. BRC _____ BRC-2 _____ 3-WBRC _____
7. START-UP DATE _____
8. ENDING DATE _____
9. COURSE TIME(S) _____
10. APPROXIMATE NUMBER OF STUDENTS _____

INSTRUCTOR'S SIGNATURE _____ DATE _____

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Motorcycle Instructor Information

Year	BRC (*MRC:RSS)	MMSEC	Total Licensed Instructors
1998	17	26	43
1999	19	28	47
2000	22	24	46
2001	24	28	52
2002	28	34	62
2003	26	36	62
2004	34	40	74
2005	36	42	78
2006	35	44	79
2007	41	50	91
2008	50	43	93
2009	53	42	95
2010	73	29	102
2011	75	32	107
2012	78	30	108
2013	75	20	95
2014	77	20	97
2015	85	10	95

29-A §1354. DRIVER EDUCATION PROGRAMS

1. Definitions. As used in this section, unless the context otherwise indicates, the following terms have the following meanings.

A. "Applicant," as applied to a firm, partnership or association, includes the members of the firm, partnership or association and, as applied to a corporation, includes the officers and directors of the corporation. [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

B. "Commercial driver education school" means a person engaged in teaching driver education for remuneration. Commercial driver education school does not include a noncommercial driver education school as defined in paragraph G. [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

C. "Driver education" means any type of instruction or tutoring given to a person in preparation to obtain a learner's permit or in preparing for an examination to obtain a driver's license in exchange for remuneration or course credit. [2013, c. 381, Pt. B, §20 (AMD).]

D. "Driver education school" means a commercial driver education school or a noncommercial driver education school. [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

E. [2011, c. 556, §10 (RP).]

F. "Instructor" means a person engaged in teaching driver education. [2011, c. 556, §11 (AMD).]

G. "Noncommercial driver education school" means a public secondary school, an approved private secondary school, career and technical education center, career and technical education region or adult education program conducted pursuant to Title 20-A, chapter 315 that offers driver education. [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF); 2003, c. 545, §5 (REV).]

H. "Person" means an individual or individuals, firm, partnership, association or corporation. When used in any provision of this chapter that prescribes or imposes a fine or imprisonment, or both, "person," as applied to a corporation, includes the officers of the corporation. A firm, partnership, association or corporation may be subjected, as an entity, to the payment of a fine. [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

[2013, c. 381, Pt. B, §20 (AMD) .]

2. Licenses required. A person may not operate a driver education school, conduct driver education or act as an instructor unless licensed by the Secretary of State.

A. A Class A driver education school license may be issued to a driver education school that employs Class A or Class B instructors and that is authorized to teach both the classroom and behind-the-wheel phases of driver education. [2011, c. 556, §12 (AMD).]

B. A Class A instructor license authorizes the holder to teach both the classroom and behind-the-wheel phases of driver education as an employee or affiliate of a licensed driver education school. [2011, c. 556, §12 (AMD).]

C. A Class B instructor license authorizes the holder to teach only the behind-the-wheel phase of driver education as an employee or affiliate of a licensed driver education school. [2011, c. 556, §12 (AMD).]

[2011, c. 556, §12 (AMD) .]

3. Commercial driver education school license requirements. With assistance from the Technical Review Panel established in subsection 6, the Secretary of State shall adopt rules governing the curriculum, facilities, operations, including record-keeping requirements, and issuance and renewal of licenses for noncommercial driver education schools and commercial driver education schools and instructors.

A. The Secretary of State may not issue a license for a driver education school until the applicant has filed with the Secretary of State a certificate showing that the applicant is covered by an automobile bodily injury and property damage liability insurance policy insuring against any legal liability in accordance with the terms of the policy for personal injury or death of any one person in the sum of

$100,000 and for any number of persons in the sum of $300,000 and against property damage in the sum of $100,000 arising from the operation of any vehicle being used in a commercial driver education

school. In lieu of that insurance, the applicant may file with the Secretary of State a bond or bonds issued by a surety company authorized to do business in the State in the amount of at least $100,000 on account of injury to or death of one person and subject to such limits as respects injury to or death of one person, of at least $300,000 on account of any one accident resulting in injury to or death of more than one person and of at least $100,000 for damage to property of others. Failure to comply with this subsection is grounds for suspension or revocation of a driver education school license. [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

B. A vehicle used as a training vehicle must be maintained in safe mechanical condition at all times. Each vehicle must be equipped with dual-control foot brakes and, if the vehicle is not equipped with an automatic transmission, dual-control clutch pedals. While being used in actual instruction, a vehicle must be equipped with an identification sign listing the name of the school and a student driver sign.

The following vehicles are not required to have dual controls and an identification sign listing the name of the school and a student driver sign:

(1) A vehicle that is being used to instruct a person with a disability and is specially equipped for use by a person with a disability; and

(2) A vehicle that is being used to instruct a person in possession of a valid Maine driver's license or learner's permit when the vehicle is not provided by the driver education school. [2013, c. 381, Pt. B, §21 (AMD).]

[2013, c. 381, Pt. B, §21 (AMD) .]

4. Instructor license requirements. With assistance from the Technical Review Panel established in subsection 6, the Secretary of State shall adopt rules governing the issuance and renewal of instructor licenses. In addition to the requirements established by rule, each applicant must meet the following requirements:

A. The applicant must be at least 21 years of age and have a high school diploma or its equivalent; [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

B. The applicant must have at least 4 years of driver experience as a licensed operator; [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

C. The applicant may not have had a license revoked pursuant to chapter 23, subchapter 5 within the preceding 6-year period; [2011, c. 556, §14 (AMD).]

D. The applicant may not have had an OUI as defined in section 2401, subsection 8 within the preceding 6-year period; [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

E. The applicant must pass an examination consisting of a knowledge, vision and road test in the type of vehicle for which the license is to be used as prescribed by the Secretary of State; and [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

F. The applicant must complete an educational program prescribed by the Secretary of State. [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

[2011, c. 556, §14 (AMD) .]

5. License fees.

[T. 29-A, §1354, sub-§5 (RP) .]

5-A. License fees. License fees must be paid to the Secretary of State and deposited into the Highway Fund. The following fees apply.

A. The fee for a driver education school license is $125. [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

B. The fee for an instructor license is $100. [2011, c. 556, §15 (AMD).]

C. A driver education school license expires one year from the date of issuance. The fee for the renewal of a driver education school license is $125. An instructor license expires 2 years from the date of issuance. The fee for the renewal of an instructor license is $100. [2011, c. 556, §15 (AMD).]

D. A noncommercial driver education school that offers driver education for course credit and does not charge a fee for driver education is exempt from the license fees required in this subsection. An instructor employed by and providing driver education only in a school exempt from license fees in accordance with this paragraph is also exempt from license fees required in this subsection. [2011, c. 556, §15 (AMD).]

[2011, c. 556, §15 (AMD) .]

6. Secretary of State duties. The Secretary of State has the following duties.

A. The Secretary of State shall establish the Technical Review Panel that includes representatives from the Department of Education, the Department of Public Safety, law enforcement agencies, the insurance industry and the motor carrier industry and 2 instructors. The Technical Review Panel shall assist the Secretary of State in developing curriculum and instructor training and certification. [2011, c. 556, §16 (AMD).]

B. The Secretary of State shall develop and implement a standardized driver education curriculum that establishes minimum standards for instructional goals and learning objectives. The Secretary of State shall require distribution of information on organ and tissue donation and the possibility of saving lives through organ donation. [2003, c. 394, §3 (AMD); 2003, c. 394, §6 (AFF).]

C. The Secretary of State shall develop and implement training programs for the licensing and relicensing of instructors. [2011, c. 556, §17 (AMD).]

D. The Secretary of State shall monitor classroom and behind-the-wheel instruction for compliance with statutory and regulatory requirements. [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

E. The Secretary of State shall develop and implement a system to monitor the driving records of individuals who complete a driver education program to assist in the evaluation of the effectiveness of driver education instruction and curriculum. [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

F. The Secretary of State shall inspect driver education schools to review records, facilities, operating procedures, quality of instruction and compliance with statutory and regulatory requirements. [1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF).]

G. The Secretary of State shall investigate written complaints regarding the activities of driver education schools and instructors. [2011, c. 556, §18 (AMD).]

[2011, c. 556, §§16-18 (AMD) .]

7. Penalties. A person who conducts driver education, operates a driver education school or acts as an instructor without a license is guilty of a Class E crime. The State may bring an action in Superior Court to enjoin any person from violating this chapter, regardless of whether proceedings have been or may be instituted in the District Court or whether criminal proceedings have been or may be instituted.

[2011, c. 556, §19 (AMD) .]

8. Suspension or revocation of license; hearings. The Secretary of State may suspend, revoke or refuse to issue or renew a driver education school or instructor license for noncompliance with statutory and regulatory requirements. A person refused a license or whose license is suspended or revoked may request a hearing with the Secretary of State. A requested hearing must be conducted pursuant to chapter 23, subchapter 2, article 3.

[2011, c. 556, §20 (AMD) .]

9. Insurance for graduates. Rating bureaus or independent insurers as recognized by the Superintendent of Insurance may grant an automobile insurance discount for driver education school graduates.

[1995, c. 505, §15 (NEW); 1995, c. 505, §22 (AFF) .]

10. Surety bond. The Secretary of State shall require a driver education school licensed pursuant to subsection 2 to provide a surety bond to guarantee the discharge of the duties required under this subchapter.

[2013, c. 381, Pt. C, §3 (NEW) .]

SECTION HISTORY

1995, c. 505, §15 (NEW). 1995, c. 505, §22 (AFF). 1995, c. 605, §2 (AMD). 1997, c. 776, §39 (AMD). 1999, c. 547, §B78 (AMD). 1999, c. 547, §B80 (AFF). 1999, c. 668, §116 (AMD). 2003, c. 394, §3 (AMD). 2003, c. 394, §6 (AFF). 2003, c. 545, §5 (REV). 2003, c. 652, §B7 (AMD). 2003, c. 652, §B8 (AFF). 2005, c. 411, §2 (AMD). 2011, c. 442,

Maine Motorcycle Crash Rate Calculations 2013-2014

Year	Fatalities	Crashes
2013	14	558
2014	11	578

***Difference = -3**

2013 Motorcycle Crash Rate

FHWA MC Registrations 2013 = 63,114

63,114/ 10,000 = 6.3114

2013 Maine MC Crashes = 558

558 / 6.3114 = **88.41 rate(crashes 2013)**

2014 Motorcycle Crash Rate

FHWA MC Registrations 2014 = 51,623

51,623 / 10,000 = 5.1623

2014 Maine MC Crashes = 578

578/ 5.1623 = **112.0 rate(crashes 2014)**

***Difference 88.41 to 112.0 increase of 23.59**

Fatalities & Crashes Involving Impaired Motorcycle Operator

Year	Fatalities	Crashes
2013	1	32
2014	2	28

Difference of +1

2013 Motorcycle Impaired Crash Rate

FHWA MC Registrations= 63,114

63,114 / 10,000 = 6.3114

2013 Maine MC Crashes involving impaired rider = 32

32 / 6.3114 = **5.07 rate (crashes 2013)**

2014 Motorcycle Impaired Crash Rate

FHWA MC Registrations 2014 = 51,623

51,623 / 10,000 = 5.1623

2014 Maine Impaired MC Crashes = 28

28 / 5.1623 = **5.42 rate (crashes 2014)**

***Difference = 5.07 to 5.42 increase of .35**

Appendix C – 405g

☑ **PART 8*: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANT**
(23 CFR § 1300.26) (* Under Appendix D of Part 1200, State Graduated Driver Licensing Laws application was Part 6.)
[*Check the box above **only** if applying for this grant.*]

[*Fill in **all** applicable blanks below.*]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was last amended on 10/15/2015, is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- Applies prior to receipt of any other permit, license, or endorsement if applicant is younger than 18 years of age: MRSA 29-A 1304;
- Applicant must pass vision test and knowledge assessments: MRSA 29-A 1304 B;
- In effect for at least 6 months: MRSA 29-A 1304 (H) (1);
- In effect until driver is at least 16 years of age: MRSA 29-A 1251 1-A (5);
- Must be accompanied and supervised at all times: MRSA 29-A 1304 (1) (E);
- Requires completion of State-certified driver education course or at least 50 hours of behind-the-wheel training with at least 10 of those hours at night: MRSA 29-A 1304 (H) (2);
- Prohibition on use of personal wireless communications device: MRSA 29-A 1304 (I);
- Extension of learner's permit stage if convicted: ;
- Exemptions from graduated driver licensing law: MRSA 29-A 1256.

Intermediate Stage –

Legal citations:

- Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement: MRSA 29-A 1311;
- Applicant must pass behind-the-wheel driving skills assessment: ____

- In effect for at least 6 months: MRSA 29-A 1311 2;
- In effect until driver is at least 17 years of age: MRSA 29-A 1311;
- Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies: ;
- No more than 1 nonfamilial passenger younger than 21 allowed: ;
- Prohibition on use of personal wireless communications device: MRSA 29-A 1311 (1) (C);
- Extension of intermediate stage if convicted: ;
- Exemptions from graduated driver licensing law: MRSA 29-A 1256;

Appendix D – Impaired Driving Crash Data

MeBHS will closely monitor these grants to determine if any modifications are needed to ensure that they are being successfully implemented. Applications for this project can be submitted following approval of the State RFP and contracting process. Project numbers will be assigned after contracts with LEA's are awarded. Final award agencies and amounts may differ from what is listed in this plan, based on actual and feasible expenditures of agencies. NHTSA will be notified accordingly of any changes.

Funding Schema: Funding is allocated on a percentage basis to each county. For example, if the total statewide funding was $1,000,000 and Androscoggin County represents 6.0% of statewide crashes they will receive $60,000. The county wide funding is then allocated to law enforcement agencies within Androscoggin County based on the percentage of the problem within that county.

County	Town	Count	%	Law Enforcement Agency	Total Budget
Androscoggin	Auburn	3	27%	Auburn PD	$23,947.40
	Turner	3			
	Durham	1			
	Greene	1			
	Leeds	1			
	Lewiston	1	9%	Lewiston PD	$7,982.47
	Poland	1			
			64%	SO & MSP	$56,764.20
	Total	**11**	**6%**	**Androscoggin County**	**$88,694.07**
Aroostook	Ashland	1	10%	Ashland PD	$8,869.42
	Bancroft	1			
	Caribou	1	10%	Caribou PD	$8,869.41
	Chapman	1			
	Easton	1			
	Frenchville	1			
	Mars Hill	1			
	Molunkus Twp	1			
	Van Buren	1	10%	Van Buren PD	$8,869.41
	Westfield	1			
			70%	SO & MSP	$62,085.85
	Total	**10**	**6%**	**Aroostook County**	**$88,694.07**

County	Town	Count	%	Law Enforcement Agency	Total Budget
Cumberland	Standish	4			
	Bridgton	2	11%	Bridgton PD	17886.64
	Portland	2	11%	Portland PD	17886.64
	Baldwin	1			
	Chebeague Island	1			
	Falmouth	1	6%	Falmouth PD	9756.35
	Gorham	1	6%	Gorham PD	9756.35
	Harpswell	1			
	Harrison	1			
	Naples	1			
	New Gloucester	1			
	Westbrook	1	6%	Westbrook PD	9756.35
	Yarmouth	1	6%	Yarmouth PD	9756.35
			54%	SO & MSP	87807.11
	Total	**18**	**11%**	**Cumberland County**	**$162,605.79**
Franklin	Wilton	4	67%	Wilton PD	$39,616.68
	Carthage	1			
	Industry	1			
			33%	SO & MSP	$19,512.70
	Total	**6**	**4%**	**Franklin County**	**$59,129.38**
Hancock	Penobscot	2			
	Surry	2			
	Trenton	2			
	Blue Hill	1			
	Dedham	1			
	Ellsworth	1	8%	Ellsworth PD	$8,278.11
	Hancock	1			
	Lamoine	1			
	Mount Desert	1	8%	Mt. Desert PD	$8,278.11
			84%	SO & MSP	$86,920.18
	Total	**12**	**7%**	**Hancock County**	**$103,476.41**

County	Town	Count	%	Law Enforcement Agency	Total Budget
Kennebec	Windsor	2			
	Winslow	2	20%	Winslow PD	$17,738.81
	Belgrade	1			
	China	1			
	Manchester	1			
	Readfield	1			
	Vienna	1			
	Waterville	1	10%	Waterville PD	$8,869.41
			70	SO & MSP	$62,085.85
	Total	**10**	**6%**	**Kennebec County**	**$88,694.07**
Knox	Hope	2			
	Cushing	1			
	Warren	1			
				SO & MSP	$29,564.69
	Total	**4**	**2%**	**Knox County**	**$29,564.69**
Lincoln	Waldoboro	2	33%	Waldoboro PD	$19,512.70
	Alna	1			
	Boothbay	1	17%	Boothbay Harbor PD	$10,051.99
	Bremen	1			
	Wiscasset	1	17%	Wiscasset PD	$10,051.99
			33%	SO & MSP	$19,512.70
	Total	**6**	**4%**	**Lincoln County**	**$59,129.38**
Oxford	Bethel	2			
	Dixfield	1	11%	Dixfield PD	$8,130.29
	Fryeburg	1	11%	Fryeburg PD	$8,130.29
	Newry	1			
	Oxford	1	11%	Oxford PD	$9,130.29
	Peru	1			
	Porter	1			
	West Paris	1			
			67%	SO & MSP	$49,520.85
	Total	**9**	**5%**	**Oxford County**	**$73,911.72**

County	Town	Count	%	Law Enforcement Agency	Total Budget
Penobscot	Bangor	3	14%	Bangor PD	$24,834.34
	Hampden	3	14%	Hampden PD	$24,834.34
	Carmel	1			
	Clifton	1			
	Corinth	1			
	Dexter	1	5%	Dexter PD	$8,869.41
	Eddington	1			
	Enfield	1			
	Greenbush	1			
	Hudson	1			
	Kenduskeag	1			
	Lagrange	1			
	Lee	1			
	Maxfield	1			
	Mount Chase	1			
	Old Town	1	5%	Old Town PD	$8,869.41
	Orrington	1			
			62%	SO & MSP	$109,980.64
	Total	**21**	**12%**	**Penobscot County**	**$177,388.14**
Piscataquis	Abbot	1			
	Orneville Twp	1			
			100%	SO & MSP	$14,782.34
	Total	**2**	**1%**	**Piscataquis County**	**$14,782.34**
Sagadahoc	Bowdoinham	1			
	Topsham	1	33%	Topsham PD	$9,756.35
	Woolwich	1			
			67%	SO & MSP	$19,808.34
	Total	**3**	**2%**	**Sagadahoc County**	**$29,564.69**

County	Town	Count	%	Law Enforcement Agency	Total Budget
Somerset	Fairfield	2	13%	Fairfield PD	$17,295.34
	New Portland	2			
	Palmyra	2			
	Anson	1			
	Concord Twp	1			
	Cornville	1			
	Embden	1			
	Long Pond Twp	1			
	Madison	1			
	Pittsfield	1	7%	Pittsfield PD	$9,312.88
	Smithfield	1			
	The Forks Plt	1			
			80%	SO & MSP	$106,432.88
	Total	**15**	**9%**	**Somerset County**	**$133,041.10**
Waldo	Frankfort	2			
	Northport	2			
	Stockton Springs	1			
			100%	SO & MSP	$44,347.03
	Total	**5**	**3%**	**Waldo County**	**$44,347.03**
Washington	Baileyville	2		Baileyville PD	
	Big Lake Twp	1			
	Codyville Plt	1			
	East Machias	1			
	Harrington	1			
	Jonesport	1			
	Lubec	1			
	Milbridge	1	10%		$8,869.41
	Whitneyville	1			
			90%	SO & MSP	$79,824.67
	Total	**10**	**6%**	**Washington County SO**	**$88,694.08**

County	Town	Count	%	Law Enforcement Agency	Total Budget
York	Biddeford	4	14%	Biddeford PD	$33,112.45
	Parsonsfield	4			
	Saco	3	11%	Saco PD	$26,016.93
	Sanford	3	11%	Sanford PD	$26,016.93
	Buxton	2	7%	Buxton PD	$16,556.23
	Lebanon	2			
	Limerick	2			
	Acton	1			
	Arundel	1			
	Eliot	1	4%	Eliot PD	$9,460.70
	Kennebunk	1	4%	Kennebunk PD	$9,460.70
	Newfield	1			
	Old Orchard Beach	1	4%	Old Orchard Beach PD	$9,460.70
	South Berwick	1	4%	South Berwick PD	$9,460.70
	Waterboro	1	41%	SO & MSP	$96,972.18
	Total	**28**	**16%**	**York County SO**	**$236,517.52**
Grand Total		**170**	**100%**		**$1,478,234.48**

Appendix E – Occupant Protection Data

Project numbers are assigned after contracts with law enforcement agencies are awarded. Final award agencies and amounts may differ from what is listed in this plan, based on actual and feasible expenditures of agencies. NHTSA will be notified of any changes.

Funding is allocated on a percentage basis to each county. For example, if the total statewide funding was $1,000,000 and Androscoggin County represents 5.0% of statewide crash problem they will receive $50,000. The county wide funding is then allocated to law enforcement agencies within Androscoggin County based on the percentage of the problem within that county.

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Androscoggin	Auburn	5	38%	Auburn PD	$19,000.00	
	Greene	2				
	Leeds	2				
	Durham	1				
	Lewiston	1	8%	Lewiston PD	$4,000.00	
	Lisbon	1	8%	Lisbon PD	$4,000.00	
	Poland	1				
			46%	SO & MSP	$23,000.00	
	Total	**13**	**5%**	**Androscoggin County**		**$50,000.00**
Aroostook	Caribou	4	22%	Caribou PD	$15,400.00	
	Ashland	1	6%	Ashland PD	$4,200.00	
	Bancroft	1				
	Chapman	1				
	Fort Fairfield	1	6%	Fort Fairfield PD	$4,200.00	
	Frenchville	1				
	Littleton	1				
	Madawaska Lake Twp	1				
	Molunkus Twp	1				
	Reed Plt	1				
	Saint Agatha	1				
	Saint John Plt	1				
	T14 R6 WELS	1				
	T17 R4 WELS	1				
	Van Buren	1	6%	Van Buren PD	$4,200.00	
			60%	SO & MSP	$42,000.00	
	Total	**18**	**7%**	**Aroostook County**		**$70,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Cumberland	Standish	6				
	Bridgton	5	19%	Bridgton PD	$19,000.00	
	Portland	3	11%	Portland PD	$11,000.00	
	Scarborough	3	11%	Scarborough PD	$11,000.00	
	Falmouth	2	7%	Falmouth PD	$7,000.00	
	Freeport	2	7%	Freeport PD	$7,000.00	
	Gorham	2	7%	Gorham PD	$7,000.00	
	Chebeague Island	1				
	Harrison	1				
	Naples	1				
	Westbrook	1	4%	Westbrook PD	$4,000.00	
			34%	SO & MSP	$34,000.00	
	Total	**27**	**10%**	**Cumberland County**		**$100,000.00**
Franklin	Wilton	6	46%	Wilton PD	$23,000.00	
	Industry	2				
	Avon	1				
	Carthage	1				
	Freeman Twp	1				
	Jay	1	8%	Jay PD	$4,000.00	
	Salem Twp	1				
			46%	SO & MSP	$23,000.00	
	Total	**13**	**5%**	**Franklin County**		**$50,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Hancock	Trenton	4				
	Dedham	2				
	Ellsworth	2	8%	Ellsworth PD	$7,200.00	
	Hancock	2				
	Penobscot	2				
	Surry	2				
	Tremont	2				
	Amherst	1				
	Blue Hill	1				
	Bucksport	1	4%	Bucksport PD	$3,600.00	
	Deer Isle	1				
	Franklin	1				
	Lamoine	1				
	Mariaville	1				
	Orland	1				
			88%	SO & MSP	$79,200.00	
	Total	**24**	**9%**	**Hancock County**		**$90,000.00**
Kennebec	Winthrop	5	22%	Winthrop PD	$19,800.00	
	Gardiner	3	13%	Gardiner PD	$11,700.00	
	Winslow	3	13%	Winslow PD	$11,700.00	
	Albion	2				
	Augusta	2	9%	Augusta PD	$8,100.00	
	Belgrade	2				
	Manchester	1				
	Monmouth	1	4%	Monmouth PD	$3,600.00	
	Oakland	1	4%	Oakland PD	$3,600.00	
	Readfield	1				
	Wayne	1				
	Windsor	1				
			35%	SO & MSP	$31,500.00	
	Total	**23**	**9%**	**Kennebec County**		**$90,000.00**
Knox	Hope	2				
	North Haven	1				
	Union	1				
	Warren	1				
			100%	SO & MSP		$20,000.00
	Total	**5**	**2%**	**Knox County**		**$20,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Lincoln	Boothbay	3				
	Waldoboro	3	20%	Waldoboro PD	$12,000.00	
	Alna	1				
	Bremen	1				
	Bristol	1				
	Jefferson	1				
	Newcastle	1				
	Nobleboro	1				
	Somerville	1				
	South Bristol	1				
	Wiscasset	1	7%	Wiscasset PD	$4,200.00	
			73%	SO & MSP	$43,800.00	
	Total	**15**	**6%**	**Lincoln County**		**$60,000.00**
Oxford	West Paris	2				
	Denmark	1				
	Fryeburg	1	11%	Fryeburg PD	$3,300.00	
	Greenwood	1				
	Hiram	1				
	Oxford	1	11%	Oxford PD	$3,300.00	
	Peru	1				
	Porter	1				
			78%	SO & MSP	$23,400.00	
	Total	**9**	**3%**	**Oxford County**		**$30,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Penobscot	Bangor	4	13%	Bangor PD	$15,600.00	
	Eddington	4				
	Alton	2				
	Carmel	2				
	Corinth	2				
	Greenbush	2				
	Hampden	2	6%	Hampden PD	$7,200.00	
	Hermon	2				
	Old Town	2	6%	Old Town PD	$7,200.00	
	T2 R9 NWP	2				
	Charleston	1				
	Enfield	1				
	Hudson	1				
	Lee	1				
	Mattamiscontis Twp	1				
	Maxfield	1				
	Mount Chase	1				
	Orrington	1				
			75%	SO & MSP	$90,000.00	
	Total	**32**	**12%**	**Penobscot County**		**$120,000.00**
Piscataquis	Abbot	1				
	Dover-Foxcroft	1	25%	Dover-Foxcroft PD	$5,000.00	
	Milo	1	25%	Milo PD	$5,000.00	
	Orneville Twp	1				
			50%	SO & MSP	$10,000.00	
	Total	**4**	**2%**	**Piscataquis County**		**$20,000.00**
Sagadahoc	Bowdoinham	2				
	Bowdoin	1				
	Georgetown	1				
	Phippsburg	1				
	Topsham	1	14%	Topsham PD	$4,200.00	
	Woolwich	1				
			86%	SO & MSP	$25,800.00	
	Total	**7**	**3%**	**Sagadahoc County**		**$30,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Somerset	Fairfield	4	17%	Fairfield PD	$15,300.00	
	Palmyra	3				
	Concord Twp	2				
	Cornville	2				
	Long Pond Twp	2				
	Skowhegan	2	9%	Skowhegan PD	$8,100.00	
	Anson	1				
	Detroit	1				
	Embden	1				
	Madison	1				
	New Portland	1				
	Pittsfield	1	4%	Pittsfield PD	$3,600.00	
	Saint Albans	1				
	Smithfield	1				
			70%	SO & MSP	$63,000.00	
	Total	**23**	**9%**	**Somerset County**		**$90,000.00**
Waldo	Frankfort	2				
	Brooks	1				
	Jackson	1				
	Palermo	1				
	Prospect	1				
	Stockton Springs	1				
			100%	SO & MSP	$30,000.00	
	Total	**7**	**3%**	**Waldo County**		**$30,000.00**
Washington	Harrington	2				
	Baring Plt	1				
	Big Lake Twp	1				
	Cooper	1				
	East Machias	1				
	Jonesport	1				
	Lubec	1				
	Milbridge	1	8%	Milbridge PD	$4,000.00	
	Steuben	1				
	T26 ED BPP	1				
	Whiting	1				
	Whitneyville	1				
			92%	SO & MSP	$46,000.00	
	Total	**13**	**5%**	**Washington County**		**$50,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
York	Hollis	3				
	Lebanon	3				
	Arundel	2				
	Limerick	2				
	North Berwick	2	7%	North Berwick PD	$7,000.00	
	Parsonsfield	2				
	Saco	2	7%	Saco PD	$7,000.00	
	Sanford	2	7%	Sanford PD	$7,000.00	
	South Berwick	2	7%	South Berwick PD	$7,000.00	
	Wells	2	7%	Wells PD	$7,000.00	
	Cornish	1				
	Eliot	1	4%	Eliot PD	$4,000.00	
	Limington	1				
	Newfield	1				
	Shapleigh	1				
	Waterboro	1				
			61%	SO & MSP	$61,000.00	
	Total	**28**	**10%**	**York County**		**$100,000.00**
	Grand Total	**261**				**$1,000,000.00**

Appendix F – **Maine** Speed Data

Project numbers are assigned after contracts with law enforcement agencies are awarded. Final award agencies and amounts may differ from what is listed in this plan, based on actual and feasible expenditures of agencies. NHTSA will be notified of any changes.

Funding is allocated on a percentage basis to each county. For example, if the total statewide funding was $1,000,000 and Androscoggin County represents 7.0% of statewide crashes they will receive $70,000. The county wide funding is then allocated to law enforcement agencies within Androscoggin County based on the percentage of the problem within that county.

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Androscoggin	Auburn	5	28%	Auburn PD	$16,800.00	
	Durham	3				
	Greene	2				
	Lewiston	2	11%	Lewiston PD	$6,600.00	
	Poland	2				
	Leeds	1				
	Lisbon	1	6%	Lisbon PD	$3,600.00	
	Mechanic Falls	1	6%	Mechanic Falls PD	$3,600.00	
	Minot	1				
			50%	Androscoggin County SO	$30,000.00	
	Total	**18**	**6%**	**Androscoggin County**		**$60,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Aroostook	Caribou	2	10%	Caribou PD	$8,000.00	
	Fort Fairfield	2	10%	Fort Fairfield PD	$8,000.00	
	Presque Isle	2	10%	Presque Isle PD	$8,000.00	
	Ashland	1	5%	Ashland PD	$4,000.00	
	Chapman	1				
	Connor Twp	1				
	Frenchville	1				
	Grand Isle	1				
	Littleton	1				
	Madawaska	1	5%	Madawaska PD	$4,000.00	
	Saint Agatha	1				
	Saint Francis	1				
	Saint John Plt	1				
	Smyrna	1				
	T17 R4 WELS	1				
	Van Buren	1	5%	Van Buren PD	$4,000.00	
	Westfield	1				
			55%	Aroostook County SO	$44,000.00	
	Total	**20**	**8%**	**Aroostook County**		**$80,000.00**
Cumberland	Standish	6				
	Bridgton	4	12%	Bridgton PD	$15,600.00	
	Naples	3				
	Portland	3	10%	Portland PD	$13,000.00	
	Brunswick	2	6%	Brunswick PD	$7,800.00	
	Falmouth	2	6%	Falmouth PD	$7,800.00	
	Gorham	2	6%	Gorham PD	$7,800.00	
	Harpswell	2				
	Westbrook	2	6%	Westbrook PD	$7,800.00	
	Yarmouth	2	6%	Yarmouth PD	$7,800.00	
	Baldwin	1				
	Casco	1				
	Cumberland	1	3%	Cumberland PD	$3,900.00	
	Gray	1				
	Harrison	1				
			45%	Cumberland County SO	$58,500.00	
	Total	**33**	**13%**	**Cumberland County**		**$130,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Franklin	Wilton	5	31%	Wilton PD	$18,600.00	
	Carthage	2				
	Farmington	2	13%	Farmington PD	$7,800.00	
	Avon	1				
	Freeman Twp	1				
	Industry	1				
	Jay	1	6%	Jay PD	$3,600.00	
	Lang Twp	1				
	New Vineyard	1				
	Salem Twp	1				
			50%	Franklin County SO	$30,000.00	
	Total	**16**	**6%**	**Franklin County**		**$60,000.00**
Hancock	Surry	2				
	Trenton	2				
	Bucksport	1	10%	Bucksport PD	$4,000.00	
	Dedham	1				
	Hancock	1				
	Orland	1				
	Penobscot	1				
	T28 MD	1				
			90%	Hancock County SO	$36,000.00	
	Total	**10**	**4%**	**Hancock County**		**$40,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Kennebec	Windsor	4				
	Vienna	3				
	Winslow	3	13%	Winslow PD	$11,700.00	
	Albion	2				
	Oakland	2	8%	Oakland PD	$7,200.00	
	Readfield	2				
	Belgrade	1				
	Benton	1				
	China	1				
	Manchester	1				
	Pittston	1				
	Unity Twp	1				
	Waterville	1	4%	Waterville PD	$3,600.00	
	Winthrop	1	4%	Winthrop PD	$3,600.00	
			71%	Kennebec County SO	$63,900.00	
	Total	**24**	**9%**	**Kennebec County**		**$90,000.00**
Knox	Hope	3				
	Appleton	1				
	North Haven	1				
	South Thomaston	1				
	Washington	1				
			100%	Knox County SO	$30,000.00	
	Total	**7**	**3%**	**Knox County**		**$30,000.00**
Lincoln	Somerville	2				
	Alna	1				
	Boothbay	1				
	Bremen	1				
	Bristol	1				
	Damariscotta	1	11%	Damariscotta PD	$4,400.00	
	Newcastle	1				
	Waldoboro	1	11%	Waldoboro PD	$4,400.00	
			78%	Lincoln County SO	$31,200.00	
	Total	**9**	**4%**	**Lincoln County**		**$40,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Oxford	Peru	2				
	Porter	2				
	Brownfield	1				
	Greenwood	1				
	Hiram	1				
	Newry	1				
	Norway	1	10%	Norway PD	$4,000.00	
	Rumford	1	10%	Rumford PD	$4,000.00	
			80%	Oxford County SO	$32,000.00	
	Total	**10**	**4%**	**Oxford County**		**$40,000.00**
Penobscot	Alton	2				
	T2 R9 NWP	2				
	Bangor	1	5%	Bangor PD	$4,000.00	
	Carmel	1				
	Charleston	1				
	Clifton	1				
	Corinth	1				
	Dexter	1	5%	Dexter PD	$4,000.00	
	Edinburg	1				
	Enfield	1				
	Glenburn	1				
	Greenbush	1				
	Hampden	1	5%	Hampden PD	$4,000.00	
	Hermon	1				
	Lagrange	1				
	Lincoln	1	5%	Lincoln PD	$4,000.00	
	Maxfield	1				
	Old Town	1	5%	Old Town PD	$4,000.00	
			75%	Penobscot County SO		
	Total	**20**	**8%**	**Penobscot County**	$60,000.00	**$80,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Piscataquis	Abbot	1				
	Milo	1	25%	Milo PD	$5,000.00	
	Monson	1				
	Orneville Twp	1				
			75%	Piscataquis County SO	$15,000.00	
	Total	**4**	**2%**	**Piscataquis County**		**$20,000.00**
Sagadahoc	Bath	1	25%	Bath PD	$5,000.00	
	Phippsburg	1				
	Topsham	1	25%	Topsham PD	$5,000.00	
	Woolwich	1				
			50%	Sagadahoc County SO	$10,000.00	
	Total	**4**	**2%**	**Sagadahoc County**		**$20,000.00**
Somerset	Fairfield	3	14%	Fairfield PD	$11,200.00	
	Concord Twp	2				
	New Portland	2				
	Palmyra	2				
	Anson	1				
	Cornville	1				
	Detroit	1				
	Embden	1				
	Jackman	1				
	Long Pond Twp	1				
	Moscow	1				
	Norridgewock	1				
	Pittsfield	1	5%	Pittsfield PD	$4,000.00	
	Saint Albans	1				
	Skowhegan	1	5%	Skowhegan PD	$4,000.00	
	Smithfield	1				
			76%	Somerset County SO	$60,800.00	
	Total	**21**	**8%**	**Somerset County**		**$80,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
Waldo	Frankfort	2				
	Palermo	2				
	Troy	2				
	Freedom	1				
	Jackson	1				
	Knox	1				
	Northport	1				
	Searsport	1	8%	Searsport PD	$4,000.00	
	Thorndike	1				
			92%	Waldo County SO	$46,000.00	
	Total	**12**	**5%**	**Waldo County**		**$50,000.00**
Washington	Milbridge	2	18%	Milbridge PD	$7,200.00	
	Baileyville	1	9%	Baileyville PD	$3,600.00	
	Calais	1	9%	Calais PD	$3,600.00	
	Codyville Plt	1				
	East Machias	1				
	Harrington	1				
	Jonesport	1				
	Lubec	1				
	Steuben	1				
	Trescott Twp	1				
			64%	Washington County SO	$25,600.00	
	Total	**11**	**4%**	**Washington County**		**$40,000.00**

County	Town	Count	%	Law Enforcement Agency	LEA Budget	Total County Budget
York	Sanford	5	14%	Sanford PD	$19,600.00	
	Biddeford	3	8%	Biddeford PD	$11,200.00	
	Lyman	3				
	Parsonsfield	3				
	Saco	3	8%	Saco PD	$11,200.00	
	South Berwick	3	8%	South Berwick PD	$11,200.00	
	Wells	3	8%	Wells PD	$11,200.00	
	Arundel	2				
	Buxton	2	6%	Buxton PD	$8,400.00	
	Waterboro	2				
	Acton	1				
	Berwick	1	3%	Berwick PD	$4,200.00	
	Hollis	1				
	Kittery	1	3%	Kittery PD	$4,200.00	
	Lebanon	1				
	Newfield	1				
	Old Orchard Beach	1	3%	Old Orchard Beach PD	$4,200.00	
			39%	York County SO	$54,600.00	
	Total	**36**	**14%**	**York County**		$140,000.00
Grand Total		**255**	**100%**			**$1,000,000.00**

Appendix G – **Distracted** Driving Data

County	Town/Agency	Count	%	Total Award
Androscoggin	Auburn	306	33%	$17,325.00
	Lewiston	302	33%	$17,325.00
	Anroscoggin SO	190	21%	$11,025.00
	Lisbon	57	6%	$3,150.00
	Sabattus	29	3%	$1,575.00
	Mechanic Falls	26	3%	$1,575.00
	Livermore Falls	8	1%	$525.00
	Total	**918**	**7%**	**$52,500.00**
Aroostook	Aroostook SO	145	34%	$7,650.00
	Presque Isle	93	22%	$4,950.00
	Caribou	88	20%	$4,500.00
	Houlton	27	6%	$1,350.00
	Fort Kent	18	4%	$900.00
	Fort Fairfield	17	4%	$900.00
	Madawaska	12	3%	$675.00
	Limestone	10	2%	$450.00
	Washburn	10	2%	$450.00
	Van Buren	7	2%	$450.00
	Ashland	5	1%	$225.00
	Total	**432**	**3%**	**$22,500.00**
Cumberland	Portland	1459	37%	$83,250.00
	South Portland	500	13%	$29,250.00
	Cumberland SO	365	9%	$20,250.00
	Scarborough	323	8%	$18,000.00
	Brunswick	257	7%	$15,750.00
	Westbrook	247	6%	$13,500.00
	Windham	203	6%	$13,500.00
	Gorham	174	4%	$9,000.00
	Falmouth	145	4%	$9,000.00
	Freeport	85	2%	$4,500.00
	Yarmouth	53	1%	$2,250.00
	Cumberland	45	1%	$2,250.00
	Cape Elizabeth	29	1%	$2,250.00
	Bridgton	21	1%	$2,250.00
	Total	**3906**	**30%**	**$225,000.00**

County	Town/Agency	Count	%	Total Award
Franklin	Farmington	87	38%	$5,700.00
	Franklin SO	66	29%	$4,350.00
	Jay	38	17%	$2,550.00
	Wilton	33	14%	$2,100.00
	Carrabassett Valley	4	2%	$300.00
	Rangeley	2	0%	$0.00
	Total	**230**	**2%**	**$15,000.00**
Hancock	Hancock SO	222	43%	$12,900.00
	Ellsworth	145	28%	$8,400.00
	Bar Harbor	64	12%	$3,600.00
	Bucksport	36	7%	$2,100.00
	Mount Desert	32	6%	$1,800.00
	Gouldsboro	10	2%	$600.00
	Southwest Harbor	10	2%	$600.00
	Winter Harbor	0	0%	$0.00
	Total	**519**	**4%**	**$30,000.00**
Kennebec	Augusta	289	26%	$17,550.00
	Kennebec SO	301	27%	$18,225.00
	Waterville	228	20%	$13,500.00
	Oakland	59	5%	$3,375.00
	Winthrop	56	5%	$3,375.00
	Winslow	50	4%	$2,700.00
	Gardiner	47	4%	$2,700.00
	Farmingdale	30	3%	$2,025.00
	Monmouth	23	2%	$1,350.00
	Hallowell	21	2%	$1,350.00
	Clinton	20	2%	$1,350.00
	Total	**1124**	**9%**	**$67,500.00**
Knox	Knox SO	163	41%	$9,225.00
	Rockland	82	21%	$4,725.00
	Thomaston	65	16%	$3,600.00
	Rockport	52	12%	$2,700.00
	Camden	38	10%	$2,250.00
	Total	**400**	**3%**	**$22,500.00**

County	Town/Agency	Count	%	Total Award
Lincoln	Lincoln SO	133	46%	$6,900.00
	Wiscasset	59	20%	$3,000.00
	Waldoboro	31	11%	$1,650.00
	Damariscotta	26	8%	$1,200.00
	Boothbay Harbor	23	8%	$1,200.00
	Boothbay	20	7%	$1,050.00
	Total	**292**	**2%**	**$15,000.00**
Oxford	Oxford SO	137	40%	$9,000.00
	Paris	50	14%	$3,150.00
	Norway	43	12%	$2,700.00
	Oxford	36	10%	$2,250.00
	Rumford	27	8%	$1,800.00
	Fryeburg	25	8%	$1,800.00
	Mexico	19	5%	$1,125.00
	Dixfield	11	3%	$675.00
	Total	**348**	**3%**	**$22,500.00**
Penobscot	Bangor	666	41%	$36,900.00
	Penobscot SO	385	24%	$21,600.00
	Brewer	126	8%	$7,200.00
	Orono	122	8%	$7,200.00
	Old Town	96	6%	$5,400.00
	Hampden	70	4%	$3,600.00
	Holden	48	3%	$2,700.00
	Newport	39	2%	$1,800.00
	Lincoln	25	2%	$1,800.00
	Dexter	17	1%	$900.00
	Millinocket	15	1%	$900.00
	Medway	7	0%	$0.00
	East Millinocket	6	0%	$0.00
	Veazie	4	0%	$0.00
	Total	**1626**	**12%**	**$90,000.00**

County	Town/Agency	Count	%	Total Award
Piscataquis	Piscataquis SO	21	37%	$2,775.00
	Dover-Foxcroft	22	39%	$2,925.00
	Milo	6	11%	$825.00
	Brownville	3	5%	$375.00
	Greenville	3	4%	$300.00
	Willimantic	2	4%	$300.00
	Total	**57**	**1%**	**$7,500.00**
Sagadahoc	Sagadahoc SO	91	34%	$5,100.00
	Topsham	85	32%	$4,800.00
	Bath	63	23%	$3,450.00
	Richmond	19	7%	$1,050.00
	Phippsburg	11	4%	$600.00
	Total	**269**	**2%**	**$15,000.00**
Somerset	Skowhegan	184	39%	$11,700.00
	Somerset SO	161	35%	$10,500.00
	Fairfield	91	19%	$5,700.00
	Pittsfield	31	7%	$2,100.00
	Total	**467**	**4%**	**$30,000.00**
Waldo	Waldo SO	166	54%	$8,100.00
	Belfast	107	35%	$5,250.00
	Searsport	35	11%	$1,650.00
	Total	**308**	**2%**	**$15,000.00**
Washington	Washington SO	107	70%	$5,250.00
	Calais	26	17%	$1,275.00
	Machias	12	8%	$600.00
	Milbridge	7	5%	$375.00
	Eastport	1	0%	$0.00
	Total	**153**	**1%**	**$7,500.00**

County	Town/Agency	Count	%	Total Award
York	York SO	351	18%	$20,250.00
	Saco	333	17%	$19,125.00
	Biddeford	298	15%	$16,875.00
	Sanford	202	10%	$11,250.00
	York	162	8%	$9,000.00
	Wells	131	7%	$7,875.00
	Kennebunk	90	5%	$5,625.00
	Kittery	83	4%	$4,500.00
	Berwick	60	3%	$3,375.00
	South Berwick	54	3%	$3,375.00
	Buxton	49	2%	$2,250.00
	North Berwick	45	2%	$2,250.00
	Eliot	44	2%	$2,250.00
	Old Orchard Beach	41	2%	$2,250.00
	Ogunquit	26	1%	$1,125.00
	Kennebunkport	22	1%	$1,125.00
	Total	**1991**	**15%**	**$112,500.00**
Grand Total		**13040**	**100%**	**$750,000.00**

Appendix H – Maine Traffic Records Strategic Plan

Maine
Traffic Records Strategic Plan for FFY2017

June 15, 2016

State Traffic Safety Information System Improvement

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Table of Contents

1. Executive Summary

The State of Maine Traffic Records Coordinating Committee (TRCC) is comprised of stakeholders in the traffic safety community. These stakeholders include highway safety, traffic safety data collectors, managers, and law enforcement. Each of the core traffic records data systems are represented within the State of Maine TRCC. These data systems consist of Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance.

The State of Maine completed the NHTSA Traffic Records Assessment on April 25, 2016 and has accepted the various recommendations related to improving the State's traffic records data systems. The TRCC has since reviewed and responded to each recommendation (see Section 6) and will use the recommendations to plan improvements to related systems during the course of the next several plan years.

The Public Access Reports – Traffic project was implemented to address the accessibility of crash data for highway safety stakeholders and the public. This project is currently undergoing an IT security review and will be deployed during the first quarter of the FFY2017 plan year.

The Maine TRCC has also provided funding for the Electronic Collection of EMS Run Report Data project (MEMSRR). The State is planning the deployment of a system upgrade to bring the EMS run reporting system to NEMSIS 3 (National EMS Information System) compliance during the current calendar year.

Maine's progress in improving the traffic records data systems are detailed in Section 3 of this plan. The performance measures in Section 3.1 demonstrate the improvements in Crash Timeliness and Crash Accuracy. The average timeliness of all crash report submissions is now at 6.69 days, an increase of one day, when compared to the previous twelve month period ending March 31. Additionally, the accuracy of Maine's crash reports submissions that comply with the state crash data standard is at an impressive 99.992%.

Any grant funds awarded under MAP-21, Section 405c shall be used to make quantifiable, measurable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data in a core highway safety database.

2. Traffic Records Coordinating Committee

2.1 Traffic Records Improvement Program Coordinator

Name: Ms. Lauren Stewart
Title: Director
Agency: Bureau of Highway Safety, Department of Public Safety
Address: 164 State House Station
City, Zip: Augusta 04333
Phone: 207-626-3840
Email: lauren.v.stewart@maine.gov

2.2 TRCC Charter

MAINE

TRAFFIC RECORDS COORDINATING COMMITTEE

CHARTER

Whereas various state and local government agencies have recognized the need to work together to integrate Highway Safety Information Systems to enhance decision making and save lives and injuries on Maine's highways.

And whereas various state and local government agencies have agreed to collaborate in the development and implementation of a Highway Safety Information System improvement program to provide more timely, accurate, complete, uniform, integrated, and accessible data to the traffic safety community.

And whereas various state and local government agencies have agreed to collaborate in the development and implementation of a Highway Safety Information System strategic plan that insures that all components of state traffic safety are coordinated.

Therefore the following Charter is created to establish a Traffic Records Committee in accordance with the requirements of MAP-21 and as agreed upon by the participating agencies.

Objective:
To establish a multi-agency Traffic Records Committee composed of voting members from the Maine Department of Motor Vehicles, Maine EMS, Maine Department of Transportation, Maine Judicial Branch, State and local law enforcement agencies, local Emergency Medical Services, and other federal and non-federal partners, whose purpose is to provide direction on all matters related to the Maine Highway Safety Information System.

Traffic Records Committee Goal:
To improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic related data needed to identify priorities for national, state, and local highway and traffic safety programs.

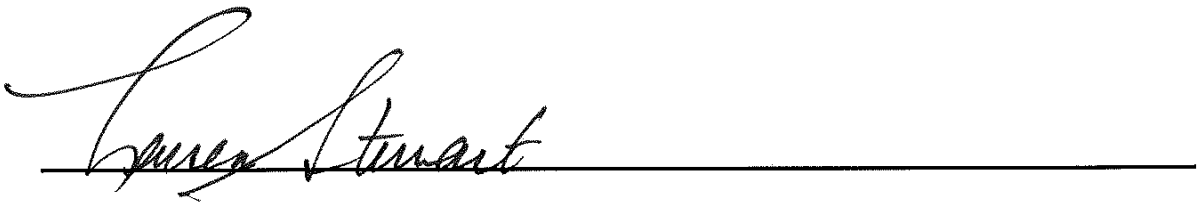
Traffic Records Committee Functions:
The Traffic Records Coordinating Committee shall-

Have authority to review any of the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented;

Consider and coordinate the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations;

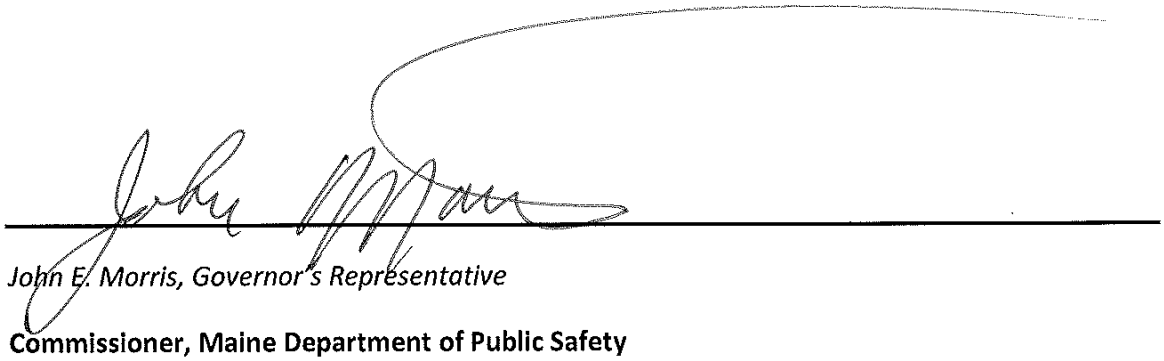
Review and evaluate new technologies to keep the highway safety data and traffic records systems current;

Approve annually the membership of the TRCC, the TRCC coordinator, any changes to the State's multi-year Strategic Plan required under paragraph (c) of this section, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.



Lauren V. Stewart, Chair Traffic Records Coordinating Committee

Director, Maine Bureau of Highway Safety



John E. Morris, Governor's Representative

Commissioner, Maine Department of Public Safety

2.3 TRCC Committees

2.3.1 Executive Committee

Name / Title	Organization	Function
James Glessner State Court Administrator	Maine Judicial Branch	Citation
Matthew Dunlap Secretary of State	Office of the Secretary of State	Driver/Vehicle
David Bernhardt Commissioner	Maine Department of Transportation	Crash/Roadway
John Morris Commissioner	Maine Department of Public Safety	Crash/Citation/ Highway Safety/ Injury Surveillance System

2.3.2 Technical Committee

Name / Title	Organization	Function
Douglas Bracey Chief	Maine Chiefs of Police Association	Law Enforcement
Shaun St. Germain Director	Department of Public Safety, Maine EMS	Injury Surveillance System
Duane Brunell, P.E. Safety Performance Analysis Manager	Maine Department of Transportation Safety Office	Crash/Roadway
Linda Grant Senior Section Manager	Maine Bureau of Motor Vehicles	Driver/Vehicle
Al Leighton CODES and Data Analyst	University of Southern Maine, Muskie School	Highway Safety
Troy Morton Sherriff	Penobscot County Sheriff's Office	Law Enforcement
Emile Poulin Senior Information System Support Specialist	Maine Office of Information Technology	Information Technology
Bruce Scott Lieutenant, Safety Unit	Maine State Police	Crash/Citation TRCC Co-Chair
John Smith Manager	Maine Violations Bureau	Citation
Lauren Stewart Director	Maine Bureau of Highway Safety	Highway Safety TRCC Co-Chair TRCC Coordinator
Jaime Pelotte Contract Grants Specialist	Maine Bureau of Highway Safety	Highway Safety

2.4 TRCC Operation

The legislation & Federal Register call for certification that the TRCC continues to operate. Please provide the following information about your TRCC's structure and operation.

Do you have an executive (policy level) TRCC? Yes

If so, how often does it meet? As Needed.

Do you have a technical (working level) TRCC? Yes

If so, how often does it meet? Three times a year minimum.

Does your TRCC have in place documents that demonstrate that the TRCC meets the following requirements of the legislation & Federal register?

Yes	*The TRCC has the authority to approve the Strategic Plan.*
Yes	*The TRCC has the authority to review any of the State's highway safety data and traffic records systems and to review changes to such systems before the changes are implemented.*
Yes	*The TRCC includes representative from highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control and motor carrier agencies and organizations.*
Yes	*The TRCC provides a forum for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.*
Yes	*The TRCC considers and coordinates the views of organizations in the State that are involved in the administration, collection and use of the highway safety data and traffic records systems.*
Yes	*The TRCC represents the interests of the agencies and organizations within the traffic records system to outside organizations.*
Yes	*The TRCC reviews and evaluates new technologies to keep the highway safety data and traffic records systems up-to-date.*

2.5 FFY2017 TRCC Schedule

The FFY2017 TRCC meetings are scheduled for:

November 3, 2016

February 8, 2017

May 3, 2017

2.6 FFY2016 Meetings

2.6.1 Meeting Minutes

State of Maine
Traffic Records Coordinating Committee
Meeting Minutes – Wednesday, November 4, 2015

Participants: Duane Brunell (DOT), Greg Costello (DOT), Darren Foster (MSP), Sam Krajewski, (DOT), Thomas Marcotte (DOT), Sgt. Bruce Scott (MSP), Lauren Stewart (BHS), James Tanner (BHS), Daniel Schuessler (Appriss), Patti Topalis (Appriss)

Grant Status

The grant application was approved in early October 2015. NHTSA has not released award amounts at this time.

Maine Traffic Records Assessment

To-date, six workshops have been held in preparation of the upcoming assessment in January 2016. Crash and Roadway questions were reviewed and supporting documentation were identified during the meeting.

Luke Johnson of NHTSA will call one month prior to review the procedures and hand out tokens for accessing the STRAP system. These tokens will be given to all data system managers who will be entering information. The assessment kick-off meeting will begin on January 19, 2016. There will be three rounds of question and answer periods. The duration of the assessment is 14 weeks and ends in April 2016.

The following list shows the assessment respondents for each focus area.

TRCC	Lauren Stewart
Data Use & Integration	Lauren Stewart, Duane Brunell
Crash	Duane Brunell, Sgt. Bruce Scott, Darren Foster, Emile Poulin
Vehicle	Richard Nickless, Linda Grant
Driver	Linda Grant
Roadway	Duane Brunell

Citation	John Smith, John Wilson, Emile Poulin, Tom Reagan
Injury Surveillance	Karynlee Harrington, Jon Powers, Shaun St. Germain, Cynthia Mervis, Kim Haggan

TRCC Project Status

Duane Brunell asked Dan Schuessler when the Public Access Reports website will be completed. Dan said that the update to the website will be done by the end of December.

The current project list is:

ME-P-00001 Electronic Collection of EMS Run Report Data

ME-P-00004 Online Registration Renewal

ME-P-00006 MCRS Upgrade

ME-P-00011 E-Citation

ME-P-00014 Maine CODES

ME-P-00015 Public Access Reports – Traffic

ME-P-00024 Electronic Collection of Highway Safety Data

ME-P-00022 Registration Barcode

ME-P-00009 Traffic Records Data Warehouse

ME-P-00010 EMS Public Assess/Data Mining

ME-P-00020 CODES EMS Linkage

Next Meeting

The next TRCC Meeting and Assessment kickoff is scheduled for January 19, 2016.

Meeting Adjourned.

State of Maine
Traffic Records Coordinating Committee
Meeting Minutes – Wednesday, January 19, 2016

Participants: Doug Bracy (Maine Chiefs), Duane Brunell (DOT), Linda Grant (BMV), Luke Johnson (NHTSA), Tim Kerns (TSASS/UMD), Emile Poulin (OIT), Jon Powers (EMS), Lt. Bruce Scott (MSP), Major Brian Scott (MSP), Lauren Stewart (BHS), John Smith (Judicial Branch), Dan Schuessler (Appriss), and Patti Topalis (Appriss)

On phone: Charlene Oakley NHTSA, Kara Mueller (NHTSA)

Introductions

Lauren Stewart welcomed everyone and thanked them for attending the Assessment kick-off meeting. Introductions were done.

Lauren announced that Lt. Bruce Scott of the Maine State Police will be the new co-chair; replacing Major Brian Scott who chaired for the past five years.

Maine Traffic Records Assessment Kick-Off

Luke Johnson, from NHTSA, described the assessment process and highlighted a couple of areas. He said that the questions were developed with the help and assistance of your peers. The assessment will happen again in five years. At that time, all of the answers and documents that you have done now will be brought out of archive. This first time will take a lot of work, but it will be easier the next time around since the previous answers will be available to respondents.

Tim Kerns is the NHTSA facilitator for the State of Maine Traffic Records Assessment. Tim has experience as a respondent and as a facilitator and will be available for questions throughout the process. The assessment has a total of 391 questions and looks at the six core data systems: Crash, Driver, Vehicle, Roadway, Citation and Adjudication, and Injury Surveillance and the areas of TRCC Management, Strategic Planning, and Data Use & Integration. The findings of this assessment will give guidance and ideas of where the State of Maine needs to improve its traffic records systems and processes.

Kara Mueller, from NHSTA, went over the procedures for accessing the STRAP system, as well as entering the responses and linking documents. The tokens (email notifications) will be given to all data system managers who will be entering information. There will be three rounds of question and answer

periods. The duration of the assessment is scheduled for 14 weeks and ends in April 2016.

The following list shows the assessment respondents identified for each focus area.

TRCC Management	Lauren Stewart
Strategic Planning	Lauren Stewart
Data Use & Integration	Lauren Stewart, Duane Brunell
Crash	Duane Brunell, Darren Foster
Vehicle	Richard Nickless
Driver	Linda Grant
Roadway	Thomas Marcotte, Sam Krajewski
Citation	John Smith
Injury Surveillance	Jon Powers, Karynlee Harrington, Cynthia Mervis, Kim Haggan

TRCC Project Status

Crash Data Public Access Website

Duane Brunell gave an update. Appriss Inc. has developed a pilot Crash Data Public Access website. The system is in the final stage of development. The system is designed for people beyond the state police, DOT, and BHS; for users that can access fatality or other crash information and obtain basic information from the public access site. It has data capabilities; where you can drill down to towns and particular locations and determine types of crashes, etc. You can report on multiple areas of interest with one query. The system has mapping capabilities, which allows you to find where fatalities, moose crashes, etc. are occurring. The system also has the ability to display and filter crashes using Google Maps. The system still has to go through a security review from OIT, but is expected to go live June 30th.

Major Scott asked if there will be Ad-hoc capabilities. Duane said right now it's is composed of filterable dashboards. He said in Phase II the system will have more opportunity for additional development (e.g. advanced user capability to do study areas and get information, such as crash rates and high crash locations for certain areas).

Violations Bureau

John Smith discussed the court case management system. He is working with partner agencies to understand how that will impact them. They have many interfaces or data interchanges currently and some that they do not have; E-Citation is one of them. In the RFP, there are specific requirements for those data exchanges (some optional, some not). It is also a requirement for the vendor to develop the interface to take that data into the system. The courts are in the process of reviewing proposals and this will be a multi-year role out. John asked Major Scott about the Records Management System (RMS). Major Scott said they contracted with Spillman, and the go live date is 2017.

Dan Schuessler mentioned to Jon Powers that Tri-Tech was looking for an updated EMS services listing for the Crash Reporting System, and Sergeant Darren Foster will be asking someone from EMS for this listing.

Demonstration

Dan Schuessler gave a brief demo of the additional features added to the MCRS Website. Dan added support for the FARS Group to designate a crash report as being a FARS fatality. For instance, when FARS analysts go into the system, they can check off the FARS button and search for FARS reports. Once Highway Safety designates all FARS reports, then users can run a set of FARS related Standard Reports selected by the Bureau of Highway Safety. This will replace the spreadsheets that FARS analysts have been using.

Dan also added the ability to manage deletion of crash reports. Reviewers at DOT can log in and search and click on a crash and request to delete. It doesn't delete the crash report, but it goes to MSP Traffic Division to view the request for deletion.

Major Scott asked if an email will be sent back to the PD when a request was made. Dan said a notification will go to anyone in the email list, but is not typically the PD's at this point. Currently, there isn't an email for every PD. Dan said that would be a good thing to add in. Any deletions will be listed with the report number, date and time of deletion, who requested it, and the reason for deletion.

MSP Traffic Division can now manage the POC's for any agency. MSP Traffic Division can go in and fill in any gaps that currently exist in the email contacts in the system.

The Police Departments can now go in and view their own status. They can view crash timeliness performance measures and track crash reports by year or any date range. MSP Traffic Division and PD's can also click on the upload log to see the status of what was uploaded. Users can also view the upload log crash data XML for troubleshooting purposes.

Next Meeting

The next TRCC Meeting is scheduled for Tuesday, May 3, 2016.

Meeting Adjourned.

State of Maine
Traffic Records Coordinating Committee
Meeting Minutes – Tuesday, May 3, 2016

Participants: Doug Bracy (Maine Chiefs), Duane Brunell (DOT), Robyn Dumont (USM), Linda Grant (BMV), Al Leighton (USM), Emile Poulin (OIT), Lt. Bruce Scott (MSP), Lauren Stewart (BHS), Shaun St. Germain (EMS), John Smith (Judicial Branch), Dan Schuessler (Appriss), and Patti Topalis (Appriss)

On phone: Tim Kerns (TSASS/UMD), Luke Johnson (NHTSA), Charlene Oakley (NHTSA)

Introductions

Lauren Stewart welcomed everyone and thanked them for attending the Assessment report out meeting. Lauren also thanked everyone who was involved in the assessment process. Introductions were done.

Maine Traffic Records Assessment Report Out

Luke Johnson, from NHTSA, briefly thanked everyone for their effort in the Traffic Records Assessment.

Tim Kerns, the NHTSA facilitator for the State of Maine Traffic Records Assessment, also thanked everyone and gave an overview of the results from the assessment. Out of 391 questions: 199 *Met the Advisory ideal*; 43 *Partially Met the Advisory ideal*; and 149 *Did Not Meet the Advisory ideal.* Maine scored 70.5%, above the state average of 66.6% (36-State average score). Tim mentioned that the standardized recommendations (generated by the STRAP system) need to be addressed by Maine and the responses must be included in this year's grant application. Tim suggested Maine review the recommendations listed and apply them to the Maine projects, if applicable.

The findings of this assessment give guidance where the State of Maine needs to improve its traffic records systems and processes. The next assessment will happen again in five years.

Emile Poulin suggested having someone from the Hospital included in on the TRCC. This may help in the hospital discharge area that Maine was lacking in for the next assessment. Lauren will reach out again to see if anyone is available to attend the meetings.

Dan Schuessler suggested that the data system owners review the questions that received a *Did Not Meet the Advisory ideal* to see what can be done to improve the rating for the next assessment. Dan asked the data system

owners to identify at last three questions to review at the next TRCC meeting in November.

TRCC Project Status

Online Registration Renewal

Linda Grant said 214 municipalities are offering the service, which is not quite 50%. There have been 1,249,719 transactions conducted to date.

MCRS Upgrade

Dan Schuessler said there is a new MCRS release out. It will be rolling out to some of the smaller towns, as well as the State Police soon. The release has the latest maps and also includes the DOB and the new restrictions and endorsement codes.

E-Citation

A meeting was held this morning regarding e-citation interfacing with the courts. The meeting went over a draft project document by Chris Oberg detailing the responsibilities of each organization and timeline. Appriss is in the initial design phases of the web site and the database design. John Smith asked if an e-Citation working group could reconvene. Dan Schuessler suggested that a core project team should decide when milestones have been met and then present status and progress to the e-Citation working group members. At that point, the working group members will have something to review and comment on. The last general requirements document will be updated and sent out to everyone.

Maine CODES

Al Leighton said there are three options to start CODES again. 1) Go with original designer of CODES; 2) Use another program that other states are using or 3) Design our own program. Al talked with states using the CODES program and with states who developed their own. So far the design your own is the weakest approach. The cost of the CODES program is not as high as anticipated - $3,000 for a license. Al is still investing the best option to move forward.

Duane Brunell said one of the problems right now is when an officer completes a crash report, they are giving their best assessment on severity and the nature of the injury. It's not a true diagnostic. If we can link into EMS, and ultimately medical records, to see the actual medical outcome and link to crash reports we can get better diagnostics –particularly for older injury, severity, motor cycle helmet, brain injury and make all those correlations. Based on the data we currently have, we can't do it.

Lauren said the data sets are all very different. It is a very complicated linking process, but it would be valuable and important to have the information of how much a crash really costs involving someone who wasn't wearing a seatbelt. It's a great data outcome evaluation, but extremely difficult to do.

Crash Data Public Access Website

Duane Brunell gave an update on the Crash Data Public Access website. They are shooting for a July 1st release. The website has three modules: Crash Statistics, Mapping, and identifying High Crash Locations. All modules are queryable by location or crash type. None of it is downloadable yet, just screen displays. A lot of time of was spent on data and map accuracy. Duane shared the website with New Hampshire last week; it's a hot topic for many states to make the data in-house available and accessible to the public. OIT will be doing a security review for vulnerabilities.

The advanced user can register on site and get the basic access. On the back-end, the system admin will get an email and review the credentials and grant the advanced user access. With this access, they can do study areas and do more advanced queries. Duane thanked all the players who made this project successful.

Electronic Collection of Highway Safety Data

Al Leighton gave a presentation on the electronic collection of Highway Safety Data. Al said they have been looking at a great deal of EMS data over a long period of time. They have begun receiving MEMSRR run report data from ImageTrend to look at the timeliness of data (reports filed as quickly as can be) and the accuracy (if they are filling out the forms properly, clearly, and completely). There were 283,000 reports filed last year and over 40 million individual data entries. Every MEMSRR report has 381 fields. Each field is classified as a data entry. In 2007, 56.6% were on time. In 2013, it was 89%. The trend is getting better every year, except one year. In that particular year, the time to file was cut short.

Al said the data is coming from years 2007 through 2013, ImageTrend has not supplied data for years 2014 and 2015 yet. Dan suggested if there were current data, it could be used for performance measures in the grant application.

For the accuracy reporting, the 2014 data was included. Al said it is probably more important to file accurately than to file on time. Al stated that there is a need to look at what the most important fields that affect the outcome.

TRCC Vote

The TRCC members voted and approved the following projects and priority for FFY2017.

ME-P-00021 Trauma Registry

ME-P-00004 Online Registration Renewal

ME-P-00006 MCRS Upgrade

ME-P-00011 E-Citation

ME-P-00014 Maine CODES

ME-P-00015 Public Access Reports – Traffic

ME-P-00024 Electronic Collection of Highway Safety Data

ME-P-00022 Registration Barcode

ME-P-00009 Traffic Records Data Warehouse

ME-P-00010 EMS Public Access/Data Mining

ME-P-00020 CODES EMS Linkage

Performance Measures

Two performance measure are required for the Grant Application. We have one for Crash Timeliness and one for Crash Accuracy. Crash Timeliness has improved from 7.5 days to 6.69 days, and Crash Accuracy has improved from 99.97% to 99.992% accuracy. The timeline of April 1 through March 31 is for both baseline and current. While both have seen improvements since the last grant application, they are now reaching their maximum limit to show improvement. We will look to other data systems (possibly EMS) for next year's grant application.

Assessment Recommendations

Even though Maine has just completed the Traffic Records Assessment, the state must respond to NHTSA's recommendations and include them in this year's grant application. The areas that require responses are: Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance, and Data Use and Integration. Dan Schuessler will write-up draft state responses to the recommendations and Patti Topalis will send them out to each data system owner for their review/edit.

Next Meeting

The next TRCC Meeting is scheduled for Thursday, November 3, 2016.

Meeting Adjourned.

3. Progress

3.1 Performance Measures

3.1.1 Crash Timeliness

Label: C-T-01B
Status of Improvement: Demonstrated Improvement
Active Status: Active
***Last Updated*:** 02-May-2016

Narrative

This performance measure is based on the C-T-01B model.

Maine will improve the Timeliness of the Crash system as measured in terms of a Decrease of:

The average number of days from the crash date to the date the crash report is entered into the crash database within a period determined by the State.

The state will show measureable progress using the following method: The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period of April 1, 2014 to March 31, 2015 and a current period of April 1, 2015 to March 31, 2016. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30, 2015 (baseline) and April 30, 2016 (current).

Numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

There were 38,811 crash reports during the baseline period with an average timeliness of 7.5 days. There were 37,935 crash reports during the current period with an average timeliness of 6.69 days.

Measurements

Start Date	End Date	Total Reports	Average Number of Days
April 1, 2012	March 31, 2013	34,271	12.1
April 1, 2013	March 31, 2014	37,588	8.5
April 1, 2014	March 31, 2015	38,811	7.5
April 1, 2015	March 31, 2016	37,935	6.69

Supporting Materials (Backup)

--Maine Crash Timeliness Query Supporting Details

--2013

```
SELECT   Round(SUM(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),3) as DayCount,
 round(AVG(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0.00 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),1) AS "Avg Number of Days for Submittal",
  count(*) "Number of Report"
FROM        CrashReport AS a INNER JOIN
                  (SELECT     Min(ReceivedDateAndTime) AS uploaddatetime, ReportingAgency, ReportNumber
                    FROM        UploadLog
                    GROUP BY ReportingAgency, ReportNumber) AS b ON a.ReportingAgency = b.ReportingAgency
AND a.ReportNumber = b.ReportNumber INNER JOIN
               refReportingAgency ON a.ReportingAgency = refReportingAgency.Id
 where CrashDate between '04/01/2012' and '03/31/2013' and uploaddatetime<'04/30/2013'
```

--2014

```
 SELECT   Round(SUM(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),3) as DayCount,
 round(AVG(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0.00 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),1) AS "Avg Number of Days for Submittal",
  count(*) "Number of Report"
FROM        CrashReport AS a INNER JOIN
                  (SELECT     Min(ReceivedDateAndTime) AS uploaddatetime, ReportingAgency, ReportNumber
                    FROM        UploadLog
                    GROUP BY ReportingAgency, ReportNumber) AS b ON a.ReportingAgency = b.ReportingAgency
AND a.ReportNumber = b.ReportNumber INNER JOIN
               refReportingAgency ON a.ReportingAgency = refReportingAgency.Id
 where CrashDate between '04/01/2013' and '03/31/2014' and uploaddatetime<'04/30/2014'
```

--2015

```
 SELECT   Round(SUM(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),3) as DayCount,
 round(AVG(case when DATEDIFF(day,  a.crashdate, b.uploaddatetime )<0 then 0.00 else DATEDIFF(day,
a.CrashDate, b.uploaddatetime ) end),1) AS "Avg Number of Days for Submittal",
  count(*) "Number of Report"
FROM        CrashReport AS a INNER JOIN
                  (SELECT     Min(ReceivedDateAndTime) AS uploaddatetime, ReportingAgency, ReportNumber
                    FROM        UploadLog
                    GROUP BY ReportingAgency, ReportNumber) AS b ON a.ReportingAgency = b.ReportingAgency
AND a.ReportNumber = b.ReportNumber INNER JOIN
               refReportingAgency ON a.ReportingAgency = refReportingAgency.Id
 where CrashDate between '04/01/2014' and '03/31/2015' and uploaddatetime<'04/30/2015'
```

--2015 - Total crashes during current period

```
select count(*) from crashreport c
 inner join vMaxCrashReportReceivedDate v
  on c.crashreportid=v.crashreportid
   where c.crashdate between '04/01/2014' and '03/31/2015'
   and v.MaxReceivedDateAndTime < '04/30/2015'
```

Screenshot of query run

Performance Monitoring for all Reporting Agencies

Quick Stats

Start Date 4/1/2015 End Date 3/31/2016 Upload Cutoff Date 4/30/2016

Statewide Averages

Report Timeliness

6.69 Days

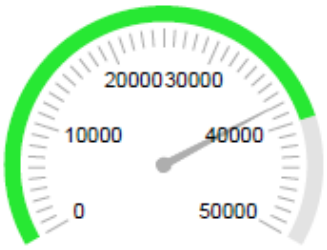
Approval Time

4.9 Days

Days from Approval to Upload

5.82 Days

Number of Reports



37938 Reports

3.1.2 Crash Accuracy

Label: C-A-01
Status of Improvement: Demonstrated Improvement
Active Status: Active
***Revision Date*:** 02-MAY-2016

Narrative

This performance measure is based on the C-A-01 model.

Maine will improve the Accuracy of the Crash system as measured in terms of an Increase of:

The percentage of crash records with no errors in critical data elements. An error is defined as a crash report not meeting the State's MMUCC-compliant data standard.

The state will show measureable progress using the following method: The percentage of crash records with no errors in critical data elements. An error is defined as a crash report not meeting the State's MMUCC-compliant data standard.

Count the number of crash reports with no errors in critical data elements as defined by the State's MMUCC-compliant data standard (schema and audit rules) during the baseline period and the current performance period. Then, count the total number of reports for the same periods. Divide the total number of reports by the count of reports with no errors and multiply by 100 to get the percentage of reports with no critical errors for each period.

The baseline period is from April 1, 2014 to March 31, 2015 limited to reports entered into the database by April 30, 2015.

The current performance period is from April 1, 2015 to March 31, 2016 limited to reports entered into the database by April 30, 2016.

Numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

The baseline period had 12 reports with critical errors plus 38,799 reports with no errors for a total 38,811 reports resulting in an accuracy of 99.97%.

The current period had 3 reports with critical errors plus 37,932 reports with no errors for a total 37,935 reports resulting in an accuracy of 99.992%.

The result is an increase in accuracy of 0.022%.

Measurements

Start Date	End Date	Errors	Total Reports	Accuracy (%)
April 1, 2012	March 31, 2013	296	34,271	99.14%
April 1, 2013	March 31, 2014	24	37,588	99.94%
April 1, 2014	March 31, 2015	12	38,811	99.97%
April 1, 2015	March 31, 2016	3	37,935	99.992%

Supporting Materials (Backup)

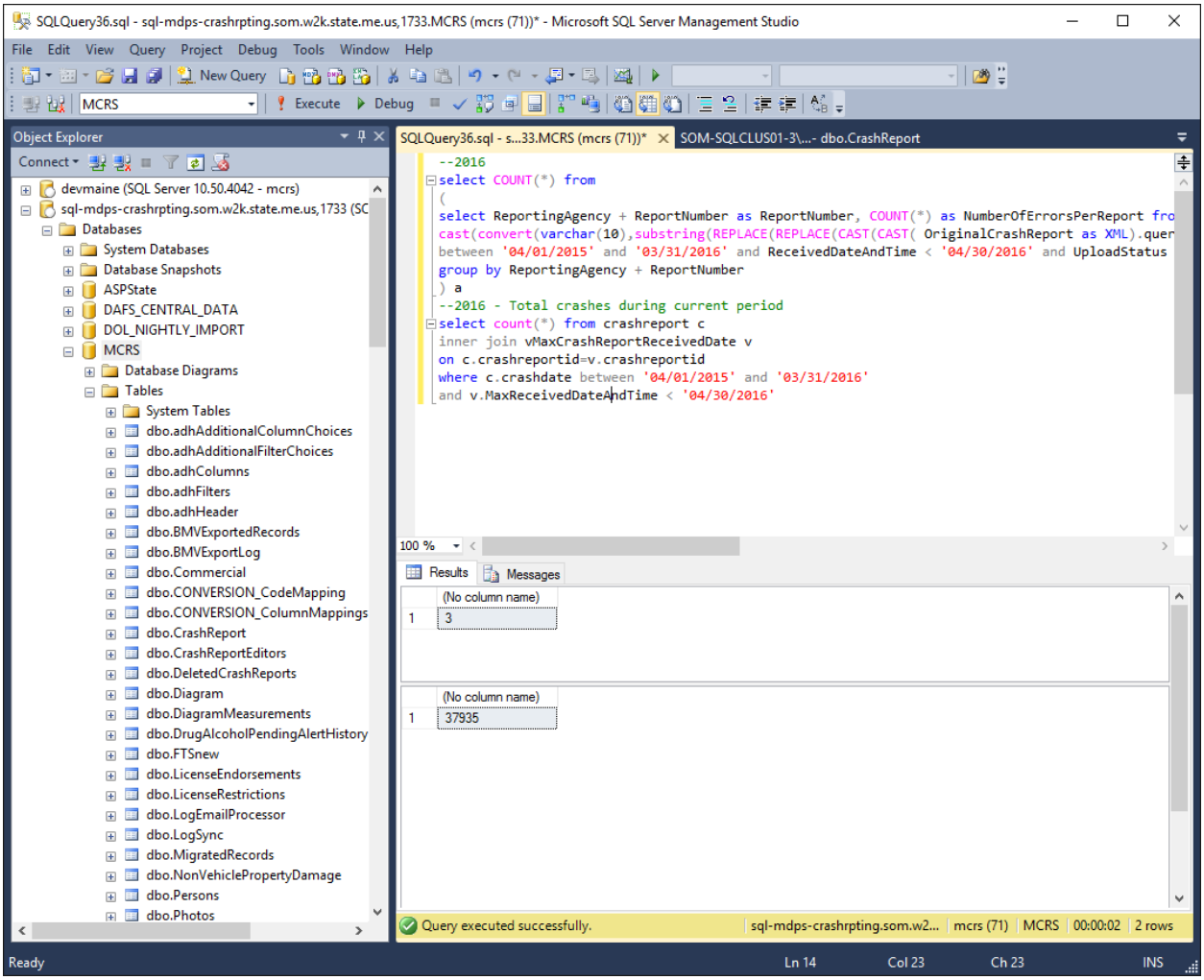
```
--2014 Errors
select COUNT(*) from
(
select  ReportingAgency + ReportNumber as ReportNumber, COUNT(*) as NumberOfErrorsPerReport from
UploadLog where
cast(convert(varchar(10),substring(REPLACE(REPLACE(CAST(CAST( OriginalCrashReport as
XML).query('/MaineCrashReport/CrashReport/CrashDate') as
VARCHAR(MAX)),'<CrashDate>',''),'</CrashDate>',''),1,10),101) as DateTime)
 between '04/01/2013' and '03/31/2014' and ReceivedDateAndTime < '04/30/2014' and  UploadStatus in  (4,5)
 group by ReportingAgency + ReportNumber
) a

--2015 Errors
select COUNT(*) from
(
select  ReportingAgency + ReportNumber as ReportNumber, COUNT(*) as NumberOfErrorsPerReport from
UploadLog where
cast(convert(varchar(10),substring(REPLACE(REPLACE(CAST(CAST( OriginalCrashReport as
XML).query('/MaineCrashReport/CrashReport/CrashDate') as
VARCHAR(MAX)),'<CrashDate>',''),'</CrashDate>',''),1,10),101) as DateTime)
 between '04/01/2014' and '03/31/2015' and ReceivedDateAndTime < '04/30/2015' and  UploadStatus in  (4,5)
 group by ReportingAgency + ReportNumber
) a

--2016 Errors
select COUNT(*) from
(
select ReportingAgency + ReportNumber as ReportNumber, COUNT(*) as
NumberOfErrorsPerReport from UploadLog where
cast(convert(varchar(10),substring(REPLACE(REPLACE(CAST(CAST( OriginalCrashReport as
XML).query('/MaineCrashReport/CrashReport/CrashDate') as
VARCHAR(MAX)),'<CrashDate>',''),'</CrashDate>',''),1,10),101) as DateTime)
between '04/01/2015' and '03/31/2016' and ReceivedDateAndTime < '04/30/2016' and
UploadStatus in (4,5)
group by ReportingAgency + ReportNumber
) a
```

```sql
--2016 - Total crashes during current period
select count(*) from crashreport c
inner join vMaxCrashReportReceivedDate v
on c.crashreportid=v.crashreportid
where c.crashdate between '04/01/2015' and '03/31/2016'
and v.MaxReceivedDateAndTime < '04/30/2016'
```

Screenshot of query run



4. TRCC Project Prioritization and Budget

The State of Maine TRCC reviewed each system's deficiencies and developed goals, projects, and tasks to address the deficiencies identified during the April 25, 2016 Traffic Records Assessment. As a result of this review, the State of Maine TRCC has identified and prioritized the 11 projects listed in the following table.

State of Maine TRCC FFY 2017 Budget

Project	Source	
	Section 408	**Section 405c**
ME-P-00001 Trauma Registry		$390,000.00
ME-P-00004 Online Registration Renewal		
ME-P-00006 MCRS Upgrade	$99,709.63	$515,290.37
ME-P-00011 E-Citation		$372,851.07
ME-P-00014 Maine CODES		$50,000.00
ME-P-00015 Public Access Reports – Traffic		$250,000.00
ME-P-00024 Electronic Collection of Highway Safety Data		$100,000.00
ME-P-00022 Registration Barcode		
ME-P-00009 Traffic Records Data Warehouse		
ME-P-00010 EMS Public Access/Data Mining		
ME-P-00020 CODES EMS Linkage		
Total	**$99,709.63**	**$1,678,141.44**

Section 408 estimated carry over	=	$99,709.63
Section 405c estimated carry over	=	$1,378,141.44
Section 405c anticipated FFY 2017 Award	=	$300,000.00

5. TRCC Projects

5.1. ME-P-00001 –Trauma Registry

5.1.1 Contact

Mr. Jonathan Powers
Title: Data & Preparedness Coordinator
Agency: Maine Emergency Medical Services
Address: 152 State House Station
City, Zip: Augusta 04333
Phone: 207-626-3860
Email: jonathan.n.powers@maine.gov

5.1.2 Lead Agency

Maine Emergency Medical Services, Department of Public Safety

5.1.3 Status

Planned

5.1.4 Project Description

In the Maine EMS Pre-Hospital NEMSIS compliant reporting system, we have access to information related to a crash scene and preliminary information about patients seen by EMS, however, we do not have access to information concerning the medical outcomes of patients injured in traffic-related trauma. We lack a state wide trauma registry to collect this information from Maine's 3 trauma centers and trauma system participating hospitals.

Maine EMS will contract with a data systems vendor (e.g. Image Trend) to develop a trauma database that all hospitals can access via the web. Each hospital will enter demographic information, incident details, and medical information for each patient whose traumatic injuries lead to death, surgery, admission to the hospital or ICU. Information from the pre-hospital EMS database will automatically carry over into the hospital database report in an effort to facilitate data entry and ensure accuracy and consistency of the record.

The database will be housed and maintained by the vendor. Since the database will be accessible online, hospitals are not required to purchase additional hardware or software. We will provide training to the hospitals and work with them to develop a schedule for data reporting that is mutually convenient. We anticipate that the three trauma centers will directly enter information into the trauma database to allow near real-time reporting of patient status and outcomes.

By linking data in the hospital record to crash scene details, we will have the ability to match patient outcomes to specific locations, crash types, use of safety devices, time of day, etc. We have the opportunity to design the database to include the data elements and create the reports that are most relevant to our state needs. Instituting a state trauma registry will also allow us to contribute to national

trauma research efforts by giving us the opportunity to submit our state data to the National Trauma Data Bank.

The American College of Surgery, the Institute of Medicine, and various federal agencies support the development and implementation of state trauma registries. The 2006 article Are statewide trauma registries comparable? Reaching for a national trauma dataset in the Society for Academic Emergency Medicine found that 32 states already had a centralized trauma registry. Maine is one of the few remaining states that do not have a trauma registry.

The information collected in this database will allow us to see the actual medical impact of traffic related trauma in our state. By linking the information in pre-hospital reports with a trauma registry, we can specifically identify medical risks of various environmental and behavioral factors. This will also aid in our ability to track the health impact of our intervention strategies. Specific benefits to our growing data pool are:

ACCURACY – Since the trauma database will be integrated into our pre-existing EMS data system, it will add an additional layer of verification. The system will flag any data inconsistencies between the two programs. This will prompt the user to confirm with an outside source which is the correct information.

COMPLETENESS – We have been missing the final page of the story on most traffic injury incidents. Unless there is a fatality, the medical costs of traffic-related trauma have not been known. This database will allow us to evaluate the medical impact for every roadway incident.

INTERGRATION – The trauma registry will be designed from the outset to integrate with our existing EMS database. Ultimately we can work to more seamlessly connect these databases to other related systems.

TIMELINESS – The hospitals will enter the information into the trauma registry at frequent intervals. We will have immediate access to that data. We can monitor injury trends and potential response to policy, law, or roadway changes rather than waiting for generic annual reports that may be based on national rather than state data.

UNIFORMITY – Providing a uniform reporting form and training to all hospitals will ensure consistency in the data collected. We will utilize the data dictionary and guidelines already developed by the National Trauma Data Bank so that there is a wealth of consistent, readily-available guidance to hospital data abstractors.

ACCESSIBILITY – Hospitals have a wealth of information within their medical records about the health impacts of roadway trauma. Given the confidential nature of medical information, access to records tends to be very restricted. To access the records is time consuming and legally confusing. Each request must be made individually. Developing a

centralized, HIPAA-compliant data repository will allow public safety experts unprecedented access to valuable patient outcome information.

As described above; a trauma registry will increase the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data concerning traffic related injury. We will have improved ability to monitor the true medical costs of roadway trauma and be able to significantly contribute to the national pool of trauma knowledge.

5.1.5 Schedule

October 1, 2016 through September 30, 2017

5.1.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2017	$390,000.00

5.1.7 Performance Measures

I-C-03 - Trauma Registry Completeness

Status of Improvement: Planned
Active Status: Planned
Last Updated: 10-JUN-2015

This performance measure is based on the I-C-03 model.

Maine will improve the Completeness of the Injury Surveillance / EMS system as measured in terms of a Decrease of:

The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. This measure also is also applicable to the following files: State Emergency Dept. File, State Hospital Discharge File, State Trauma Registry File, and State Vital Records.

The state will show measureable progress using the following method:

The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. This measure also is also applicable to the following files: State Emergency Dept. File, State Hospital Discharge File, State Trauma Registry File, and State Vital Records.

5.2 ME-P-00004 – Online Registration Renewal

5.2.1 Contact

Ms. Linda Grant
Title: Senior Section Manager
Agency: Bureau of Motor Vehicles, Maine Office of the Secretary of State
Address: 101 Hospital Street
City, Zip: Augusta 04333-0152
Phone: 207-624-9095
Email: linda.grant@maine.gov

5.2.2 Lead Agency

Bureau of Motor Vehicles

5.2.3 Status

Active

5.2.4 Project Description

The BMV is undertaking a project that will study the impact of direct mailings to registrants in an effort to increase online renewals. Increased use of the online renewal system will directly improve the timeliness of registration data. All registrants in selected municipalities will receive a postcard approximately 6 weeks prior to the expiration of their vehicle registration. The postcard will identify relevant vehicle data and provide easy instructions to renew online.

The number of online renewals will be compared to a control group that does not receive the renewal postcard. The goal is to achieve at least a 10% increase in online transactions above anticipated normal growth. If this goal is reached, it is anticipated that the project will continue and expand in 2007.

Update: The BMV is expanding a project that will measure the impact of direct mailings to registrants in an effort to increase online registration renewals. Increased use of the online renewal system will directly improve the timeliness of registration data. Registrants in selected municipalities will receive a postcard approximately 6 weeks prior to the expiration date of their vehicle registration. The post card will identify relevant vehicle data and provide easy instructions to renew online. The project will start October 1, 2007 and end September 30, 2008. Of the total number of renewals due, the number of online renewals among selected municipalities that receive the renewal post card is expected to reach at least 10% for FY 2008.

Basis:

This project will impact upon the timeliness of vehicle data available in the BMV database.

Expected Impact:

This project will impact upon the timeliness of vehicle data available in the BMV database.

5.2.5 Schedule

System implemented; continually adding municipalities to the service.

5.2.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2017	$0

5.2.7 Activity Reporting

Report Start	Report End	Provided By
06-16-2007	06-15-2008	Catherine Curtis
Activity	*Using the Rapid Renewal service, the percent of online registration renewals was 7% in 2006 and 17% in 2007.* *Progress achieved in 2007 compared to 2006: A 10% increase in the number of online registrations available in Data base in 1 day.*	

Report Start	Report End	Provided By
06-16-2008	09-15-2008	Lauren Stewart
Activity	*On-line registration renewal is now in place using the Rapid Renewal website.*	
Comments	*This project has improved re-registration data availability to less than 24 hours for re-registrations performed online.*	

Report Start	Report End	Provided By
03-16-2009	06-15-2009	Richard Nickless
Activity	*In 2008, BMV added 4 towns to the Online Registration Renewal project. So far, in 2009, BMV has added two additional towns to the Online Registration Renewal System.*	
Plans	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The number of towns offering rapid renewal service is 132 leaving 318 towns that do not. The goal for this year is to increase participation from 132 towns to 150, but the increase may not amount to many renewals because populations are likely to be smaller than those already in the program.*	

Report Start	Report End	Provided By
06-16-2009	09-15-2009	Richard Nickless
Activity	*In 2008, BMV added 4 towns to the Online Registration Renewal project. So far, in 2009, BMV has added five additional towns to the Online Registration Renewal System.*	
Plans	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The number of towns offering rapid renewal service is 13, leaving 314 towns that do not. The goal for this year is to increase participation from 132 towns to 150, but the increase may not amount to many renewals because populations are likely to be smaller than those already in the program.*	
Comments	*Registrants can register their trailer fleets (5 or more) using the online registration renewal system as opposed to registering trailers one at a time. Whether or not the additional functionality will increase the number of renewals is unknown.*	

Report Start	Report End	Provided By
09-16-2009	12-15-2009	Richard Nickless
Activity	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The current number of towns offering rapid renewal service is 137 leaving 313 towns that do not, but the increase may not amount to many renewals because populations are likely to be smaller than those already in the program.*	
Plans	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System. The number of towns offering rapid renewal service is 13, leaving 314 towns that do not. The goal for this year is to increase participation from 132 towns to 150, but the increase may not amount to many renewals because populations are likely to be smaller than those already in the program.* *In 2008, BMV added 4 towns to the Online Registration Renewal project. So far, in 2009, BMV has added five additional towns.*	
Problems	*Online Registration Renewals are a well-established customer service within Maine municipalities and the BMV does not anticipate any problems.*	
Plans	*Vehicle database timeliness continues to be a valid measure of project performance. The percentage of registration renewals available in the database within one day is expected to increase again in 2009.*	
Comments	*Registrants can register trailer fleets (5 or more) using the online registration renewal system as opposed to registering trailers one at a time.* *Rapid renewal online registrations completed were 75,528 (for 2007) and 86,972 (for 2008) respectively. Approximately, 96,105 registrations have been renewed for 2009. Of the 2009 total, trailer fleets accounted for 1,564 renewals or 1.6%.*	

Report Start	Report End	Provided By
12-16-2009	03-15-2010	Richard Nickless
Activity	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System.* *In 2008, BMV added 4 towns to the Online Registration Renewal project. In 2009, BMV added 5 additional towns.* *The current number of towns offering rapid renewal is 137 leaving 313 towns that do not.* *It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program.* *The number of online renewals as a percentage of total renewals are as follows:* *2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7%* *2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9%* *2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8%.*	
Problems	*Online Registration Renewals are a well-established customer service within Maine*	

Report Start	Report End	Provided By
12-16-2009	03-15-2010	Richard Nickless
	municipalities and the BMV does not anticipate any problems.	
Plans	*Vehicle database timeliness continues to be a valid measure of project performance. The percentage of registration renewals available in the database within one day was 8.7% in 2009 (as shown above), and this percentage is expected to increase again in 2010.*	
Comments	*The total number of renewals are generated directly from our BULL mainframe database each year. There is a Re-Reg flag (Y/N) on the registration record and we use this flag to separate renewals from new registrations.* *Registration renewal yearly totals are selected using the following criteria:* *Re-Reg = Y (Y means the registration type is a renewal).* *Effective Date = (Date range is the calendar year e.g. 01/01/09 to 12/31/09).* *Status = A (A means "Active" registration renewals on the BMV system).* *These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).* *The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.*	

Report Start	Report End	Provided By
03-16-2010	06-15-2010	Richard Nickless
Activity	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System.* *In 2008, BMV added 4 towns to the Online Registration Renewal project.* *In 2009, BMV added 5 additional towns.* *As of April 30, 2010, no additional towns have been added to the system.* *The current number of towns offering rapid renewal is 137 leaving 313 towns that do not.* *It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program.* *The number of online renewals as a percentage of total renewals are as follows:* *2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7%* *2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9%* *2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8%*	

Report Start	Report End	Provided By
03-16-2010	06-15-2010	Richard Nickless
	According to BMV records, there were 32,175 registrations renewed from Jan 1 to April 30, 2009 compared to 34,732 renewals in 2010 for the same time period.	
Problems	*Online Registration Renewals are a well-established customer service within Maine municipalities and the BMV does not anticipate any problems.*	
Plans	*The percentage of registration renewals available in the database within one day was 8.7% in 2009 (as shown above), and this percentage is expected to increase again in 2010. The BMV expects the number of participating towns to increase as well.*	
Comments	*Vehicle database timeliness, increasing the number of registration renewals updated on the system within 24 hours, continues to be a valid measure of project performance.* *The total number of renewals are generated directly from the BMV BULL mainframe database each year. A Re-Reg flag (Y/N) on the registration record is used to separate renewals from new registrations.* *Registration renewal yearly totals are selected using the following criteria:* *Re-Reg = Y (Y means the registration type is a renewal).* *Effective Date = (Date range is the calendar year e.g. 01/01/09 to 12/31/09).* *Status = A (A means "Active" registration renewals on the BMV system).* *These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).* *The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.*	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	Linda Grant
Activity	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System.* *In 2008, BMV added 4 towns to the Online Registration Renewal project.* *In 2009, BMV added 5 additional towns.* *As of April 30, 2010, no additional towns have been added to the system.* *The current number of towns offering rapid renewal is 137 leaving 313 towns that do not.* *It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns*	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	Linda Grant
	are already in the program. *The number of online renewals as a percentage of total renewals are as follows:* *2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7%* *2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9%* *2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8%* *According to BMV records, there were 32,175 registrations renewed from Jan 1 to April 30, 2009 compared to 34,732 renewals in 2010 for the same time period.*	
Problems	*Online Registration Renewals are a well-established customer service within Maine municipalities and the BMV does not anticipate any problems.*	
Plans	*The percentage of registration renewals available in the database within one day was 8.7% in 2009 (as shown above), and this percentage is expected to increase again in 2010. The BMV expects the number of participating towns to increase as well.*	
Comments	*Vehicle database timeliness, increasing the number of registration renewals updated on the system within 24 hours, continues to be a valid measure of project performance.* *The total number of renewals are generated directly from the BMV BULL mainframe database each year. A Re-Reg flag (Y/N) on the registration record is used to separate renewals from new registrations.* *Registration renewal yearly totals are selected using the following criteria:* *Re-Reg = Y (Y means the registration type is a renewal).* *Effective Date = (Date range is the calendar year e.g. 01/01/09 to 12/31/09).* *Status = A (A means "Active" registration renewals on the BMV system).* *These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).* *The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.*	

Report Start	Report End	Provided By
01-01-2011	03-31-2011	Richard Nickless
Activity	*Efforts are underway to encourage additional towns to join the Online Registration Renewal System.* *In 2008, BMV added 4 towns to the Online Registration Renewal service.* *In 2009, BMV added 5 towns.*	

Report Start	Report End	Provided By
01-01-2011	03-31-2011	Richard Nickless
	In 2010, BMV added 9 towns. *The current number of towns offering rapid renewal is 147 leaving 303 towns that do not.* *It is unlikely that adding several towns each year will result in significant increases in the amount of renewals. Populations will be smaller because larger cities and towns are already in the program.* *The number of online renewals as a percentage of total renewals are as follows:* *2007 - 75,528 online renewals divided by 1,090,467 total renewals = 6.8%* *2008 - 86,972 online renewals divided by 1,106,632 total renewals = 7.9%* *2009 - 99,795 online renewals divided by 1,144,720 total renewals = 8.7%* *2010, 108,593 online renewals divided by 1,054,720 total renewals = 10%.*	
Problems	*Online Registration Renewals are a well-established customer service within Maine municipalities and the BMV does not anticipate any problems.*	
Plans	*The percentage of registration renewals available in the database within one day was 10% in 2010 (as shown above), and this percentage is expected to increase again in 2011. The BMV expects the number of participating towns to increase as well.*	
Comments	*Vehicle database timeliness, increasing the number of registration renewals updated on the system within 24 hours, continues to be a valid measure of project performance.* *The total number of renewals are generated directly from the new Vehicle Registration database. Total renewals will be generated on a monthly basis in the future, and we will continue to produce a yearly report showing the number of rapid renewal registrations as a percentage of total renewals captured in the database. A Re-Reg flag (Y/N) on the registration record is the indicator used to separate renewals from new registrations.* *Registration renewal yearly totals are selected using the following criteria:* *Re-Reg = Y (Y means the registration type is a renewal).* *Effective Date = (Date range is the calendar year e.g. 01/01/10 to 12/31/10).* *Status = A (A means "Active" registration renewals on the BMV system).* *Class Code = CO (commercial vehicles registered from 12,001 to 100,000 pounds '21,472 records'). Class Code = TR (Tractor '1,638 records') which are not available for processing online Rapid Renewal transactions.* *These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).* *The BMV relies on Information Resource of Maine (InforME) for the number of yearly online renewals. The yearly totals (as shown above) represent a completed "Rapid Renewal" transaction done by a user of the online application. The totals do*	

Report Start	Report End	Provided By
01-01-2011	03-31-2011	Richard Nickless
	not include off-line renewals completed by BMV branch offices which may or may not be updated on the system within a 24 hour period.	

Report Start	Report End	Provided By
11-04-2012	01-19-2012	Linda Grant
Activity	*Online registration project continues and is steadily adding new towns.*	

Report Start	Report End	Provided By
01-20-2012	03-15-2012	Linda Grant
Activity	*BMV reports that the Online Vehicle Registration system usage has steadily increased as evidenced by the Interim Progress Report benchmarks.*	

Report Start	Report End	Provided By
03-15-2012	06-28-2012	Linda Grant
Activity	*Ms. Linda Grant stated that BMV has recently added another town to the online vehicle registration system. The online service, "Rapid Renewal", has recently been improved to handle registrations using mobile devices.* *BMV has also recently improved their processes for people going into town offices for vehicle registrations for those towns that handle registrations electronically.*	

Report Start	Report End	Provided By
06-29-2012	09-19-2012	Linda Grant
Activity	*Two towns have been added to the Rapid Renewal system.*	

Report Start	Report End	Provided By
09-20-2012	01-17-2013	Linda Grant
Activity	*An additional two towns have been added to the Rapid Renewal system.*	

Report Start	Report End	Provided By
01-18-2013	06-12-2013	Linda Grant
Activity	*An additional three towns have been added to the Rapid Renewal system.*	

Report Start	Report End	Provided By
06-13-2013	02-26-2014	Linda Grant
Activity	*Maine BMV reported that there were 178 towns participating in the online registration rapid renewal program and there were approximately 940,000 renewals processed online.*	

Report Start	Report End	Provided By
02-27-2014	09-24-2014	Linda Grant
Activity	*The number of towns participating in the DMV online registration renewal system has increased since last reported, over a million registrations have been processed online.*	

Report Start	Report End	Provided By
09-24-2014	01-22-2015	Linda Grant
Activity	*Towns were recently added. There are currently 196 municipalities and over a million registrations done online. A huge percentage of towns have already come on board, now working to get the smaller towns online.*	

Report Start	Report End	Provided By
01-23-2015	05-03-2016	Linda Grant
Activity	*Linda Grant said 214 municipalities are offering the service, which is not quite 50%. There have been 1,249,719 transactions conducted to date.*	

5.2.8 Performance Measures

V-T-02 - Vehicle Registration Timeliness

Status of Improvement: No new data
Active Status: On Hold
Last Updated: 17-JUN-2015

This performance measure is based on the V-T-02 model.

Maine will improve the Timeliness of the Vehicle Registration system as measured in terms of an Increase of:

The percentage of vehicle record updates entered into the database within XX days after the critical status change. *e.g. 1, 5, 10 days

The state will show measureable progress using the following method:

ME-M-00012 - Vehicle Registration / Timeliness

"Rapid Renewal" registrations are the only registrations posted to the vehicle registration database within one day. Using this information and the counts below:

July 1, 2010 to December 31, 2010: 52,097 online renewals divided by 584,515 total renewals = 8.9%

July 1, 2011 to December 31, 2011: 58,210 online renewals divided by 462,597 total renewals = 12.5%

These yearly totals do not include any non-renewal registrations (such as first-time registrations of newly purchased vehicles, or first-time-in-Maine registrations of vehicles from out of State).

Each online renewal represents a completed "Rapid Renewal" transaction done by a user of the online application.

5.3 ME-P-00006 – Maine Crash Reporting System Upgrade

5.3.1 Contact

Ms. Lauren Stewart
Title: Director
Agency: Bureau of Highway Safety, Department of Public Safety
Address: 164 State House Station
City, Zip: Augusta 04333
Phone: 207-626-3840
Email: lauren.v.stewart@maine.gov

5.3.2 Lead Agency

Department of Public Safety

5.3.3 Status

Active

5.3.4 Project Description

The Maine Crash Reporting System (MCRS) Upgrade project goals are to: update the technical foundation of the system, increase MMUCC compliance of the data collected; and incorporate a common data schema for ease of data transfer between the variety of software programs and agencies that use crash data.

Currently, the variety of crash data collection software systems and data transfer methods creates frequent problems with data quality and timeliness. Further goals of this project are to improve the overall data handling processes, reduce redundancy, reduce data manipulation, minimize human intervention, and improve efficiency throughout the system. This will also create opportunities for increased interoperability with other data systems.

The Maine Crash Reporting System Upgrade is comprised of the following three phases.

MCRS Phase I tasks include:

- Upgrade the current MCRS application to Microsoft's .NET architecture.
- Implement an XML Schema Definition (XSD) and Extensible Stylesheet Language (XSL) for standards-based data exchange.
- Migrate and update the current Oracle 10G server database to Microsoft SQL Server 2005 and match the data elements.
- Facilitate a crash form revision to increase MMUCC compliance.
- Implement a Security Module.
- Implement a Case Management Module.
- Update the current Import Service.
- Update the current Export Service.
- Update and improve the current Crash Location Mapping System.
- Update the current Email Processor.
- Create an automated Client Update Module.

The Maine Crash Reporting System Upgrade Phase II is comprised of the following tasks:

- BMV XML Export
- MDOT Synchronization Service
- MDOT Crash Analysis System Update
- Web-Based Standard Reports
- Web-Based Ad hoc Reports
- Web-Based Mapping Reporting
- INFORME Web Service

The Maine Crash Reporting System Upgrade Phase III tasks include:

- Create a BMV query (operator and vehicle registration) auto fill function that will backfill operator and vehicle data entry fields using a remote query to a BMV database.
- Create a Crash Data Warehouse that will provide Maine crash data analysts with dynamic drill-down, data mining, decision support functionality, and pivot table analysis capabilities.
- FMCSA Commercial Vehicle Lookup
- System Management Screen
- Web-Based Map Reports
- Auto-narrative
- VIN Decoding
- Alcohol and Drug Alert Notification
- DOT Corrective Feedback

5.3.5 Schedule

October 1, 2016 through September 30, 2017

5.3.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 408	2017	$99,709.63
NHTSA 405c	2017	$515,290.37

5.3.7 Activity Reporting

Report Start	Report End	Provided By
06-16-2009	09-15-2009	Lauren Stewart
Activity	*The MCRS Upgrade Phase II amendment was signed at the end of August 2009.*	

Report Start	Report End	Provided By
09-16-2009	12-15-2009	Lauren Stewart
Activity	*Began development of the BMV XML Export service.* *Began development of the MDOT Crash Analysis System Update.* *Began development of the MDOT Synchronization Update.*	
Plans	*Continue development of the MDOT and MDPS components of the Maine Crash Reporting System Upgrade project.*	

Report Start	Report End	Provided By
12-16-2009	03-15-2010	Lauren Stewart
Activity	*Began development of the Crash Analysis System Update.* *Continued development of the BMV XML Export service.* *Continued development of the MDOT Synchronization Update.* *Completed development of the Crash Reports PDF Web Services.*	
Plans	*Continue development of the Maine Crash Reporting System Upgrade.*	

Report Start	Report End	Provided By
03-16-2010	06-15-2010	Lauren Stewart
Activity	*Continued development of the Crash Analysis System Update.* *Completed development of the MDOT Synchronization Update.* *Completed development of the BMV XML Export service.*	
Plans	*Complete development of the Crash Analysis System Update.* *Complete development of the MCRS Reporting and Analysis components.*	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	Lauren Stewart
Activity	*Completed development of the MCRS .NET Crash Location Module.* *Completed development of the MCRS .NET Client Upgrade.* *Completed development of the MDOT Synchronization Update.* *Completed development of the BMV XML Export service.* *Completed development of the Search/Print Web Module.* *Completed development of the Crash Reports PDF Web Service.* *Completed development of the Web-based Standard Reports.*	
Plans	*With completion of the above activities, Phase II development is complete.* *Moving all modules from test servers to production servers is planned for 1st quarter CY2011.*	
Comments	*Lt. Brian Scott (Maine State Police, Traffic Division) stated that MCRS 2 was well received during the MCJA training. Lt. Scott stated that the mobile training environment was setup and will be used for training of the new MCRS 2 program. Lt. Scott said that IMC build 17 has been sent to local law enforcement agencies that use the IMC Records Management System. IMC Build 17 contains the new crash form data elements. The MCRS 2 Email Processor is currently running in test mode and is ready to receive any data that may be sent to the State. The MCRS 2 mapping features will improve crash location accuracy with the addition of Google*	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	Lauren Stewart
	satellite imagery.	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	Lauren Stewart
Activity	*FMCSA Commercial Vehicle Lookup* *Added capability to MCRS to auto fill commercial vehicle carrier name by querying FMCSA website.* *1. Add an auto-fill button on the commercial screen near where the USDOT number is entered.* *2. This kicks off query to retrieve commercial vehicle information from FMCSA website.* *3. Any data retrieved from the site would be used to populate the commercial screen.* *4. Any information retrieved can be overwritten by the user if need be.* *5. The data elements retrieved for auto populating include:* *Carrier name* *Address* *City* *State* *Zip* *MC/MX number* *Interstate Carrier (checkbox)* *System Management Screen* *Add a screen to the MCRS client that is visible only to administrators that displays basic system information including:* *Total number of reports in system.* *Total number of reports in system for current calendar year.* *Number of approved reports.* *Number of reports pending approval.* *Number of approved reports not exported to the state. Clicking on number will open a window that displays a list of these reports.* *Number of MCRS users in Agency.*	
Plans	*Continue with implementation of remaining Phase III tasks.*	

Report Start	Report End	Provided By
01-01-2011	03-31-2011	Lt. Brian Scott
Activity	*The MCRS 2 rollout has been going very smoothly with virtually all of the State Troopers trained on the new system. State Police have also conducted Train the*	

Report Start	Report End	Provided By
01-01-2011	03-31-2011	Lt. Brian Scott
	Trainer classes with local law enforcement throughout the State. The State Police database currently has 477 crash reports in the new MMUCC compliant data format. Lt Scott reports that the new program is easy to use, collects more data, forces officers to enter information correctly, and that the mapping feature facilitates improved crash location assignments. *At this point, ten agencies have performed MCRS 2 installations with some already submitting crash reports and others waiting until their personnel are fully trained.*	
Plans	*Continue the rollout of MCRS 2 to local Maine police agencies.*	

Report Start	Report End	Provided By
04-01-2011	06-08-2011	Lt. Brian Scott
Activity	*Deploying MCRS 2 to local agencies. Currently at 55 agencies installed, up from 10 agencies on April 14th. Agencies are coming online in anticipation of the June 30th cutoff date for using the old MCRS system.*	
Plans	*Continue local deployments until all agencies are submitting MCRS 2 data.*	

Report Start	Report End	Provided By
04-01-2011	11-03-2011	Lauren Stewart
Activity	*Continued deployment of MCRS 2 to local law enforcement agencies by remotely installing the Maine Crash Reporting System server and client components.* *Completed development of the Alcohol and Drug Alert Notification module for MCRS.* *The notification service automatically notifies MDPS personnel when:* *1. BAC Test results coded as Pending and are 30 days past the date of the crash report* *2. Drug Test Results coded as Pending and are 8 weeks past the date of the crash report.* *Candidate crash reports must be formally submitted to the state. The notification service will query the State Crash Data Repository for crash data meeting the conditions above. Any crash reports meeting those conditions will be summarized in a report and emailed to MDPS personnel in a timely fashion.* *The notification service will be developed to execute as a stand-alone scheduled task and be configurable. The notification service will have its own event log to store and report any generated exceptions. The notification service will be configurable to control the location of the State Crash Data Repository, event log name, and SMTP address.*	

Report Start	Report End	Provided By
11-04-2012	01-19-2012	Lauren Stewart
Activity	*Continued deployment of MCRS 2 to local law enforcement agencies by remotely installing the Maine Crash Reporting System server and client components for four local police agencies.* *Continued development and testing of data migration from MCRS 1 to MCRS 2.* *Completed development of the VIN Decoding module for MCRS. The VIN Decoding module fills an auxiliary Units VIN table containing all data retrieved from a VIN decoding web service query. The following data can be retrieved for valid VINs:* *VIN, VehicleMake, Model, ModelYear, Trim, BodyStyle, EngineType, CountryOfManufacture, DecodeStatus, DecodeMessage, DecodeStatusCode, VINWasCorrected, TankCapacity, MPGCity, MPGHighway, DriveLine, ABS, Seating, Length, Width, Height.* *Modified the MDOT Crash Synchronization service and Ad Hoc Reporting tools to include the UnitVINData database table.*	
Plans	*Complete production data migration from MCRS 1 to MCRS 2.*	

Report Start	Report End	Provided By
01-20-2012	03-15-2012	Lt. Brian Scott
Activity	*Lt. Brian Scott stated that the rollout of MCRS 2 has completed and is deployed statewide.*	
Comments	*Mr. Duane Brunell added that it was the goal to get all the police departments signed on to the new crash system by the end of 2011 and that goal was achieved. Also, MDOT and Deep River LLC are in the process of migrating historical data and should have that completed shortly.*	

Report Start	Report End	Provided By
03-16-2012	06-28-2012	Lt. Brian Scott
Activity	*Duane Brunell stated that the MCRS project is essentially complete. Recent efforts included work on the MCRS legacy data migration and internal IT work on MDOT side to work with the in-house query system. Mr. Brunell said they were overall satisfied with the results of the migration.*	
Problems	*Lt. Scott said that there is a need for the addition of a delete feature so that MSP Traffic Division could delete duplicate and other types of problem reports from the system. The delete function would need to work across systems from MSP Traffic Division to MDOT MaineCRASH system as well as notification to BMV.*	

Report Start	Report End	Provided By
03-26-2013	06-17-2013	Duane Brunell

Report Start	Report End	Provided By
03-26-2013	06-17-2013	Duane Brunell
Activity	*All departments adopted the Maine Crash Reporting System upgrade in 2011. There have been no system issues with the statewide provided system or any of the vendor products. The overall upgrade was a complete success as well as the data migration effort.* *The upgrade has gone according to plan and is now reaching a mature state.*	

Report Start	Report End	Provided By
06-18-2013	02-26-2014	Lt. Brian Scott
Activity	*Maine Crash Reporting System Phase 4 development report: All crash software has been upgraded to the latest version of Visual Studio (.net), implemented FIPS Security Standard 140-2. Next will be adding the client based standard reports. Google maps stopped supporting the older mapping API used in the MCRS client application and this resulted in satellite images not being displayed on the location map component; a fix is currently being worked on.*	

Report Start	Report End	Provided By
02-27-2014	05-07-2014	Lt. Brian Scott
Activity	*The development environment for Maine Crash has been updated to the latest version of Visual Studio (2013). Dan also mentioned that the MCRS application now includes the following enhancements:* *Standard reports displaying various statistics.* *FIPS 140-2* *Ambulance Codes Favorites* *Enhance Search* *License Endorsements and Restrictions Audit check* *Auto Update* *Barcode Enhancements* *An update is being done to the Map feature in MCRS to allow the officer to enter the offset from an intersection.*	
Plans	*An update is being done to the Map feature in MCRS to allow the officer to enter the offset from an intersection.*	

Report Start	Report End	Provided By
05-07-2014	09-24-2014	Lt. Brian Scott
Activity	*Updated the group on Maine Crash Phase 4 development.* *The mapping tool within MCRS has been updated to use the new Google Maps API.* *The Latitude/Longitude can be saved for any location including off roadway. The*	

Report Start	Report End	Provided By
05-07-2014	09-24-2014	Lt. Brian Scott
	barcode reader interface has been improved. *All deleted reports are now automatically archived.* *Installation software for servers supporting MCRS has been improved.* *Lt. Scott also asked about including the date of birth in the report for the owner. This is affecting data matching for the Bureau of Motor Vehicles. Owner records from crash reports are not matching up with BMV records because of no date of birth provided.* *Dan Schuessler suggested making the owner date of birth required.*	

Report Start	Report End	Provided By
09-25-2014	01-22-2015	Lt. Brian Scott
Activity	*The MCRS upgrade is nearing completion, including the client application. The web site upgrades are also being worked on including the integrated delete functionality between the Highway Safety and DOT databases. This process will replace the current manual process and will be administered by Deb McMaster as the central authority.*	

Report Start	Report End	Provided By
01-22-2015	04-23-2015	Lt. Brian Scott
Activity	*Lt. Scott said that the BMV had requested changes to the license restrictions and endorsements at one of the prior meetings. The new AAMVA standard list is in effect beginning July 8th. The Crash system is being modified to accommodate those changes, as well as the requirement for date of birth on owner records for crash. Appriss is currently working with Lt. Scott and Linda on developing those changes.*	

Report Start	Report End	Provided By
04-24-2015	01-19-2016	Lauren Stewart
Activity	*Appriss gave a brief demo of the additional features added to the MCRS Website. Appriss added support for the FARS Group to designate a crash report as being a FARS fatality. For instance, when FARS analysts go into the system, they can check off the FARS button and search for FARS reports. Once Highway Safety designates all FARS reports, then users can run a set of FARS related Standard Reports selected by the Bureau of Highway Safety. This will replace the spreadsheets that FARS analysts have been using.* *Appriss also added the ability to manage deletion of crash reports. Reviewers at DOT can log in and search and click on a crash and request to delete. It doesn't delete the crash report, but it goes to MSP Traffic Division to view the request for*	

Report Start	Report End	Provided By
04-24-2015	01-19-2016	Lauren Stewart
	deletion. *Major Scott asked if an email will be sent back to the PD when a request was made. Dan said a notification will go to anyone in the email list, but is not typically the PD's at this point. Currently, there isn't an email for every PD. Appriss said that would be a good thing to add in. Any deletions will be listed with the report number, date and time of deletion, who requested it, and the reason for deletion.* *MSP Traffic Division can now manage the POC's for any agency. MSP Traffic Division can go in and fill in any gaps that currently exist in the email contacts in the system.* *The Police Departments can now go in and view their own status. They can view crash timeliness performance measures and track crash reports by year or any date range. MSP Traffic Division and PD's can also click on the upload log to see the status of what was uploaded. Users can also view the upload log crash data XML for troubleshooting purposes.*	

Report Start	Report End	Provided By
01-20-2016	05-03-2016	Lauren Stewart
Activity	*There is a new MCRS release out. It will be rolling out to some of the smaller towns, as well as the State Police soon. The release has the latest maps and also includes the DOB and the new restrictions and endorsement codes.*	

5.3.8 Performance Measures

See Section 3.1.1 Crash Timeliness.
See Section 3.1.2 Crash Accuracy.

5.4 ME-P-00011 – E-Citation

5.4.1 Contact

Ms. Lauren Stewart
Title: Director
Agency: Bureau of Highway Safety, Department of Public Safety
Address: 164 State House Station
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5.4.2 Lead Agency

Maine Department of Public Safety

5.4.3 Status

Active

5.4.4 Project Description

The E-Citation project is comprised of several phases including:

E-Citation legislative efforts,
E-Citation TRCC Working Group,
E-Citation Data Collection,
E-Citation Reporting

The E-Citation Legislation effort will survey E-Citation legislation used in other states to facilitate and authorize collection of citation data electronically. The goal is to develop any needed legislative language recommendations to support E-Citation in the State of Maine.

The E-Citation TRCC Working Group will develop a State of Maine E-Citation Data Standard that defines the E-Citation data elements, relationships, edit criteria, and business rules to allow for the exchange of E-Citation data within the State. The E-Citation data standard will be platform independent and will take advantage of the latest XML Schema Definition (XSD) and Extensible Stylesheet Language (XSL) standards. The XSD technology will be used to define the format and organization of the XML E-Citation data document. The XSL technology will be used to programmatically validate the XML E-Citation data document and identify any errors in the citation at the point of entry. The E-Citation Data Standard will take advantage of any existing national E-Citation standards based on the National Information Exchange Model or Global JXDM.

The E-Citation TRCC Working Group will examine the existing citation paper-based data flow from the writing of the citation to submission and handling at the courts and ultimately the disposition and sharing of data with other state agencies. The study will make recommendations concerning handling of data security, electronic signature requirements, data exchange methods, law enforcement business rules and workflow.

The E-Citation Data Collection component will develop a law enforcement E-Citation data collection information system. The E-Citation system will support mobile ticketing and issuing of citations via laptop computers. The E-Citation system will be capable of creation, printing, and electronic wireless transmission of ticket data to the centralized E-Citation database.

The E-Citation system will comply with the State of Maine E-Citation Data Standard which details the data format and business rules. Data validation will occur at the point of data entry. The Data Standard will be the basis for data exchange with external systems such as any future Violations Bureau citation management system. The E-Citation system will include an interface to the Violations Bureau system for the transfer of electronic citation data.

The E-Citation Reporting component will augment the E-Citation Data Collection system by providing a set of standard web-based reports with filtering capabilities. The E-Citation Reporting component will add 15 Standard Reports with the capability to filter on items such as town, law enforcement agency, type of infraction, officer Id, etc. The E-Citation Reporting component will also provide for a web-based Ad Hoc Reporting capability that will allow users to perform "on the fly" report creation capabilities. The system will allow saving of Ad Hoc reports for future use.

5.4.5 Schedule

October 1, 2016 through September 30, 2017

5.4.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2017	$372,851.07

5.4.7 Activity Reporting

Report Start	Report End	Provided By
01-01-2011	03-31-2011	Lauren Stewart
Activity	*The E-Citation TRCC Working Group was officially formed at the April 14, 2011 TRCC Meeting.*	
Plans	*Meet regularly to define E-Citation requirements for the State of Maine.*	

Report Start	Report End	Provided By
04-15-2011	11-03-2011	Lauren Stewart
Activity	*The TRCC E-Citation Working Group met on November 3, 2011 and December 1, 2011. The working group discussed general e-citation high level requirements and began a review of the existing Citation form.*	

Report Start	Report End	Provided By
11-04-2012	01-19-2012	Lauren Stewart
Activity	*The E-Citation TRCC working group has met two times; the first meeting covered the high level objectives of the group while the second meeting began a review of the citation form.* *The second meetings goal was to determine whether any revisions to the form were necessary prior to deploying an electronic system. The meeting made a lot of progress and made it most of the way through the forms data elements.* *The goals of the working group are to come up with a set of requirements and a*	

Report Start	Report End	Provided By
11-04-2012	01-19-2012	Lauren Stewart
	data standard for E-Citation within the State of Maine. The intent of the data standard is to define the data elements to be collected and to define a common format for data transfer and exchange within the state.	

Report Start	Report End	Provided By
01-20-2012	03-15-2012	Lauren Stewart
Activity	*On February 16th, the E-Citation TRCC working group met. The working group and is in the process of developing a set of base requirements; including form data element review, print requirements, RMS E-Citation requirements, and electronic signatures.*	

Report Start	Report End	Provided By
03-15-2012	06-28-2012	Lauren Stewart
Activity	*The working group reviewed a draft of the NIEM-based data standard, e-citation system requirements, and e-citation vendor certification requirements.*	

Report Start	Report End	Provided By
06-29-2012	03-05-2013	Lauren Stewart
Activity	*The working group has met several times and continues to develop and refine E-Citation requirements, including; electronic signature, printing, software and hardware, and business requirements.*	

Report Start	Report End	Provided By
03-06-2013	06-12-2013	Lauren Stewart
Activity	*The working group is nearing completion. The group is refining their specifications for such items as the printed form. The draft for the general requirements will be reviewed by the group. Comments will be provided by each member at the next meeting.* *John Smith indicated that the legislation required for e-citation will be approved by September.*	

Report Start	Report End	Provided By
06-13-2013	02-26-2014	Lauren Stewart
Activity	*The Maine TRCC E-Citation Working Group has developed a draft set of recommendations and requirements. One of the requirements developed was a data exchange standard for transferring e-citations. Other requirements revolved around*	

Report Start	Report End	Provided By
06-13-2013	02-26-2014	Lauren Stewart
	paper specifications and formats, security, and signature requirements. There were several phone conferences revolving around security. Legislation has been enacted to enable e-citation. The defendant's signature was no longer required on the citation. A key issue was the signature requirement of the officer. The Chief Judge was provided various options regarding security requirements for an ecitation system.	

Report Start	Report End	Provided By
02-26-2014	05-07-2014	Lauren Stewart
Activity	*The TRCC Working Group meeting held on May 7, 2014 established a timeline for the entire e-citation project which will provide a roadmap for completion.* *There were also comments and suggestions that were discussed and will be incorporated into the final requirements and RFP.*	

Report Start	Report End	Provided By
05-07-2014	04-23-2015	Lauren Stewart
Activity	*Lauren Stewart asked John Smith if there were any updates. John said no significant updates. John said at the last group meeting back in December, there were a couple of emerging questions that needed to be resolved. After the data definition phase was completed the phase of the project has shifted. Next, the group needs to revisit project management for the next phase of the project. Lauren asked what needs to be done to get E-Citation back on track. John said we need to clearly identify what outstanding E-Citation questions remain. Two big components of whose going to own it and where will it reside. On the application side, who will be issuing the RFP? A level of effort is needed to write the RFP.*	

Report Start	Report End	Provided By
04-24-2015	01-19-2016	Lauren Stewart
Activity	*John Smith discussed the court case management system. He is working with partner agencies to understand how that will impact them. They have many interfaces or data interchanges currently and some that they do not have; E-Citation is one of them. In the RFP, there are specific requirements for those data exchanges (some optional, some not). It is also a requirement for the vendor to develop the interface to take that data into the system. The courts are in the process of reviewing proposals and this will be a multi-year role out. John asked Major Scott about the Records Management System (RMS). Major Scott said they contracted with Spillman, and the go live date is 2017.*	

Report Start	Report End	Provided By
01-04-2016	05-03-2016	Lauren Stewart
Activity	*A meeting was held on May 3, 2016 regarding e-citation interfacing with the courts. The meeting went over a draft project document by Chris Oberg detailing the responsibilities of each organization and timeline. The vendor is in the initial design phases of the web site and the database design. John Smith asked if an e-Citation working group could reconvene. The vendor suggested that a core project team should decide when milestones have been met and then present status and progress to the e-Citation working group members. At that point, the working group members will have something to review and comment on. The last general requirements document will be updated and sent out to everyone.*	

5.4.8 Performance Measures

CA-C-01 – Citation Completeness

Status of Improvement: Planned
Status: Planned
Revision Date: 17-June-2015

This performance measure is based on the CA-C-01 model.

The State will improve the Completeness of the Citation / Adjudication system as measured in terms of an Increase of:

- The percentage of citation records with no missing critical data elements. This measure is also applicable to the adjudication file.

5.5 ME-P-00014 – Maine CODES

5.5.1 Contact

Ms. Lauren Stewart
Title: Director
Agency: Bureau of Highway Safety, Department of Public Safety
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5.5.2 Lead Agency

University of Southern Maine, Muskie School of Public Service

5.5.3 Status

Active

5.5.4 Project Description

The Crash Outcome Data Evaluation System (CODES) system gives States and local Safe Community projects information about resources needed to develop capabilities for linking crash, injury outcome, and other traffic records data.

5.5.5 Schedule

October 1, 2016 through September 30, 2017

5.5.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2017	$50,000.00

5.5.7 Activity Reporting

Report Start	Report End	Provided By Joseph Riddick
Activity	*The Maine CDC CODES project has received 2009 hospital data and ED data from the Maine Health Data Organization.*	
Problems	*Initial plan was to have all of the computational issues worked out by the end of December 2010; but due to software upgrade and vendor issues that are also affecting other states was are now in April and can't move forward until these issues are resolved. The current projection is for mid-summer before analysis can begin on the Maine CODES project.*	
Plans	*Maine CDC is in final negotiations with MHDO on hospital discharge data.*	
Comments	*In August, CODES will be finishing up a three-year cooperative agreement with NHTSA.*	

Report Start	Report End	Provided By
04-15-2012	01-19-2012	Joseph Riddick
Activity	*Maine CDC reported that their annual review with NHTSA in December focused on their presentation at the annual grantee meeting in September. The presentation was a formative analysis on a startup of a CODES state.* *Maine CDC had difficulties in getting the system to work for them; it may be related to the newer CODES 2000 software. The amount of available technical support from CODES may not be adequate for getting a new state online with the system. Maine CDC had started off with one month of data; did all of the analysis and could not get the numbers to work.*	

Report Start	Report End	Provided By
01-20-2012	03-15-2012	Joseph Riddick
Activity	*Maine CODES has recently completed one year of data linkage and are waiting on feedback on that linkage.*	
Problems	*Mr. Riddick was informed the CODES program will have to cut back one-third of their project states and since Maine is one of the newest project states that they are in that one-third. Mr. Riddick explained that although Maine was one of the first states to participate in CODES approximately 20 years ago that since Maine CDC took over the Maine CODES project and since no data records have been carried over from the previous Maine CODES project, NHTSA considers Maine a new CODES state.*	
Plans	*Mr. Riddick stated that between now and July 31st they will be focusing on elder driver issues and will be using the multiple data sets on hand for that purpose.*	
Comments	*There has been some discussion of performing linking using other means besides CODES software.*	

Report Start	Report End	Provided By
03-15-2012	06-28-2012	Joseph Riddick
Activity	*Mr. Joseph Riddick stated the Maine CODES project has linked hospital ED deaths to crash data and they have also provided data to the University of Maryland to obtain scores on drug/alcohol use from all of the hospital and ED data. The University of Utah will perform imputation on missing variables in the data set. It will calculate and give us what the best score should be.* *Mr. Riddick said that by the end of July, Maine CODES will have a report on elder drivers focusing on three research questions including injury severity scores, ED, and hospital records to see if there is a variance between injury severity and medical outcomes. CODES will also be looking at trauma to different body regions in that population.*	
Problems	*Mr. Riddick stated that the national CODES program's future is in question. Although, the CODES efforts at the state level does not have to end if a state*	

Report Start	Report End	Provided By
03-15-2012	06-28-2012	Joseph Riddick
	continues funding.	

Report Start	Report End	Provided By
03-26-2013	06-12-2013	Al Leighton
Activity	*The University of Maine, Muskie School is currently in discussions with personnel involved with the prior implementation of CODES and are setting up a discussion with a CODES user from Utah who worked with the Maine CODES personnel. They are interesting in finding out the positives and negatives regarding the previous CODES project. The group is looking to see if there are alternatives to CODES as opposed to trying to recreate or re-establish CODES. Re-creating CODES would be a large effort due to its level of complexity.*	

Report Start	Report End	Provided By
06-13-2013	02-26-2014	Al Leighton
Activity	*Muskie School is planning to have a conference call with CODES users in Nebraska and Rhode Island. This will assist in developing a strategy on how to link the various data sources.* *The Northeast Mobile Health ambulance service and South Portland are in the process of implementing a data linkage between EMS and hospital data.*	

Report Start	Report End	Provided By
02-27-2014	05-7-2014	Al Leighton
Activity	*Muskie School is in various discussions with CODES personnel from other states and is evaluating all of the variables for the process of linking data with the assistance of a statistician to create a CODES system.* *Muskie School is currently evaluating the latest version of CODES versus developing a customized in-house system.*	

Report Start	Report End	Provided By
05-08-2014	09-24-2014	Al Leighton
Activity	*Al Leighton indicated that his statistician data analytics specialist will be building a database to examine ways to determine match cases when all data fields do not match.* *Al said that his group was unable to get in touch with the CODES personnel to review the CODES design. Lauren Stewart offered to get in touch with the Region 1 administrator to help get in touch with CODES personnel.*	

Report Start	Report End	Provided By
09-25-2014	04-23-2015	Al Leighton
Activity	*Al Leighton said they were at a standstill and need to contact the CODES support person. Charlene was going to find out the status/contact info of the CODES support person.*	

Report Start	Report End	Provided By
04-24-2015	05-03-2016	Al Leighton
Activity	*Al Leighton said there are three options to start CODES again. 1) Go with original designer of CODES; 2) Use another program that other states are using or 3) Design our own program. Al talked with states using the CODES program and with states who developed their own. So far the design your own is the weakest approach. The cost of the CODES program is not as high as anticipated - $3,000 for a license. Al is still investing the best option to move forward.*	

5.5.8 Performance Measures

Crash/EMS Integration

Label: I-I-1
Status of Improvement: Planned
Active Status: Planned
Revision Date: 09-APRIL-2015

This performance measure is based on the I-I-1 standard performance measure from NHTSA document "Model Performance Measures for State Traffic Records Systems".

The state will improve the Integration of the Crash/EMS systems as measured in terms of an increase of the percentage of appropriate records in the EMS system that are linked to the crash system. Specifically, the percentage of records linked between Maine's pre-hospital electronic patient care reporting system and crash system.

The state will show measureable progress using the following method: The percentage of records from the pre-hospital electronic patient care reporting system that are linked with crash report records.

5.6 ME-P-00015 – Public Access Reports – Traffic

5.6.1 Contact

Mr. Duane Brunell
Title: Safety Performance Analysis Manager
Agency: Maine DOT Safety Office, Maine Department of Transportation
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City, Zip: Augusta 04333-0016
Phone: 207-624-3278
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5.6.2 Lead Agency

Maine Department of Transportation

5.6.3 Status

Active

5.6.4 Project Description

Maine Crash information is only currently available on a queryable basis to select State of Maine employees. Some broad crash data reports are published on statewide basis, however specific crash data needs (location specific, trends, maps) are created for outside requestors via individual inquiries and are custom created by state staff. Many such requests are handled by state agency representatives.

Full data queries are too complex for the casual user and if not developed properly, can easily lead to erroneous data findings. This project would create standard web-based data queries and mapping capabilities that would be structured to provide the user easy to access and accurate information. This project not only improves public access to highway safety information but can lessen the customized data requests now handled by various contacts in the state.

5.6.5 Schedule

October 1, 2016 through September 30, 2017

5.6.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2017	$250,000.00

5.6.7 Activity Reporting

Report Start	Report End	Provided By
03-15-2012	06-28-2012	Duane Brunell
Activity	*Mr. Duane Brunell provided background on the need for public access to basic traffic records analysis. Mr. Brunell said that there is a need for a working group to further define the requirements for increasing the accessibility of the data. Ms. Stewart stated that there is a need for having end-users (e.g. NPOs, DHS, and county and municipal law enforcement) involved in the working group.* *Mr. Brunell said that they have a starting point for this effort with the existing MCRS Standard Reports and also the mapping tools.*	

Report Start	Report End	Provided By
03-15-2012	06-28-2012	Duane Brunell
	Ms. Stewart said she and Duane would work on forming the working group.	
Comments	*Ms. Stewart said she and Duane would work on forming the working group.*	

Report Start	Report End	Provided By
06-29-2012	03-05-2013	Duane Brunell
Activity	*There have been two meetings with the working group looking into what types of public access reports would be available. Duane Brunell has drafted a set of data elements for public access.*	

Report Start	Report End	Provided By
03-06-2013	06-12-2013	Duane Brunell
Activity	*The working group described the current process for getting crash statistics. Personnel at BHS or DOT manually query the data systems and provide the results back to the asking party.* *The existing query tools were not intended for the general public.* *Interviews have been conducted with police, local and metropolitan planning organizations to identify various crash needs. The group has now defined the scope of the project and is close to developing an RFP.* *A number of solutions are being reviewed including ones from both Michigan and Connecticut.*	

Report Start	Report End	Provided By
06-13-2013	02-26-2014	Lauren Stewart
Activity	*The site will be designed to allow public access to crash data. Other data users with special permissions will have access to more functionality and analysis. The State intends to amend the existing Crash contract to complete the work.*	

Report Start	Report End	Provided By
02-27-2014	05-07-2014	Lauren Stewart
Activity	*Purchasing has approved an amendment to the existing contract with Appriss, Inc. for developing the Public Access Web Site.* *Some of the features in the new site include a mapping feature that will display crashes on a Google Map.* *The development will begin sometime in July and will be focused on ease-of-use for public users.*	

Report Start	Report End	Provided By
02-27-2014	05-07-2014	Lauren Stewart
	Lt. Scott told the group that he hopes the site will help explain the strategy for law enforcement in terms of resources used in areas of high crash locations. It was decided by the group that the data source for the public access web site will be the DOT crash repository.	

Report Start	Report End	Provided By
05-08-2014	09-24-2014	Lauren Stewart
Activity	*Appriss, Inc. is developing the new Public Access Reports web site including using new technologies and storyboarding the site flow and navigation.*	

Report Start	Report End	Provided By
09-25-2014	01-22-2015	Lauren Stewart
Activity	*Appriss, Inc. demonstrated the Public Access Crash Report web site. The site was designed to operate by both novice and advanced users. The three primary components of the site that were demonstrated are:* *Statistics – Provides various statistics in chart (line, bar, pie) formats based on location, Injury degree, and time constraints. Shows statistics for both a single year and trends.* *Mapping – Presents crash locations in map format based on location, type of crash, Injury degree, and time constraints. The map automatically clusters crashes together based on the zoom level.* *High Crash Location – Provides high crash location statistics in matrix format both section and intersections. Sections and intersections are ranked across town, county, and state.* *Dan suggested running the site in-house for a period of time before exposing the site to the public.*	

Report Start	Report End	Provided By
01-23-2015	04-23-2015	Lauren Stewart
Activity	*Duane Brunell stated that Appriss demo'd the system at the last TRCC meeting. Appriss then re-demo'd the system to the stakeholders at DOT; Greg Costello and IT people were in attendance. Duane stated that the system was well received. Duane said that there were several things to still work through; one is how to get a pilot up and running relatively quickly. Once the system is out there and online, the question is who will maintain it.*	

Report Start	Report End	Provided By
04-24-2015	11-04-2015	Duane Brunell
Activity	*Duane Brunell asked Appriss when the Public Access Reports website will be completed. Appriss said the update to the Public Access website will be done by the end of December 2015.*	

Report Start	Report End	Provided By
11-05-2015	01-19-2016	Duane Brunell
Activity	*Duane Brunell said the Public Access website is in the final stage of development. The system is designed for people beyond the state police, DOT, and BHS; for users that can access fatality or other crash information and obtain basic information from the public access site. It has data capabilities; where you can drill down to towns and particular locations and determine types of crashes, etc. You can report on multiple areas of interest with one query. The system has mapping capabilities, which allows you to find where fatalities, moose crashes, etc. are occurring. The system also has the ability to display and filter crashes using Google Maps. The system still has to go through a security review from OIT, but is expected to go live June 30th.*	

Report Start	Report End	Provided By
01-20-2016	05-03-2016	Duane Brunell
Activity	*Duane Brunell gave an update on the Crash Data Public Access website. They are shooting for a July 1st release. The website has three modules: Crash Statistics, Mapping, and identifying High Crash Locations. All modules are queryable by location or crash type. None of it is downloadable yet, just screen displays. A lot of time of was spent on data and map accuracy. Duane shared the website with New Hampshire last week; it's a hot topic for many states to make the data in-house available and accessible to the public. OIT will be doing a security review for vulnerabilities.* *The advanced user can register on site and get the basic access. On the back-end, the system admin will get an email and review the credentials and grant the advanced user access. With this access, they can do study areas and do more advanced queries. Duane thanked all the players who made this project successful.*	

5.6.8 Performance Measures

C-X-1 – Crash Accessibility

Status of Improvement: Planned
Status: Planned
Revision Date: 17-June-2015

This performance measure is based on the C-X-1 model.

Maine will improve the accessibility of the crash system and its data.

The state will show measureable progress using the following method:

Identify the principal users of crash data, query the users to assess their ability to obtain the data and record their satisfaction with the timeliness of the response to their request.

The State will also document the method of data collection and the principal users' responses.

5.7 ME-P-00024 – Electronic Collection of Highway Safety Data

5.7.1 Contact

Ms. Lauren Stewart
Title: Director
Agency: Bureau of Highway Safety, Department of Public Safety
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5.7.2 Lead Agency

Maine Bureau of Highway Safety

5.7.3 Status

Active

5.7.4 Project Description

The Highway Safety Office plans to use data from various traffic records sources to collect in databases to facilitate highway safety reports and analyses.

5.7.5 Schedule

October 1, 2016 through September 30, 2017

5.7.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2017	$100,000.00

5.7.7 Activity Reporting

Report Start	Report End	Provided By
02-27-2014	05-07-2014	Al Leighton

Activity	*EMS Data Records Review* *Al updated everyone that his group had not received the necessary EMS data from Image Trend to calculate the accuracy and timeliness of EMS reports.* *HVE (High Visibility Enforcement)* *Al indicated that his group is in the external testing phase of the HVE application. The application will ease the recording of HVE information. The State Police/York County Sheriffs will begin testing the application soon.* *Child Passenger Safety Application* *Al told the group the Child Passenger Safety Application is completed and historical data is currently being entered.* *Fatalities Database* *Al indicated that a fatalities database is being created based on the MCRS schema.* *Highway Safety Reports Robyn Dumont has been working on reports using 2013*

Report Start	Report End	Provided By
02-27-2014	05-07-2014	Al Leighton
	data which should be completed by the end of June 2014.	

Report Start	Report End	Provided By
05-08-2014	09-24-2014	Al Leighton
Activity	*Al Leighton indicated that his group designed web applications for CPS child passenger safety and HVE (High Visibility Enforcement). The sites should be made available soon.* *Al also told the group that a fatalities database is being developed. There are still refinements being performed and the testing phase is also starting.* *All said that all these systems will be tested and recommendations will be considered for future enhancements.* *Lauren Stewart suggested demonstrating the various systems at the next TRCC meeting.* *Lauren Stewart indicated that these new systems will replace manual systems and will provide more accurate and timely information.* *Emile Poulin suggested integrating these systems with the State's new RMS system.* *James Tanner discussed the limitations of the existing FARS system for performing queries. The system is unable to perform queries on a multi-year basis. Each query must be performed for one year and exported to MS-Excel.* *Lauren Stewart indicated that FARS data cannot be used unless all states have submitted their FARS data for a given year.* *It was suggested that the database being created for fatalities could be used to perform advanced queries.* *Al also described to the group their analysis of EMS run report data review. Al's group was able to calculate the number and rate of validation errors for all EMS data elements. Al also told the group that these errors could be quantified to any given service provider.*	

Report Start	Report End	Provided By
09-25-2014	04-23-2015	Al Leighton
Activity	*Al Leighton stated that Jamar is currently working on the application for the Child Seat project.*	

Report Start	Report End	Provided By
04-24-2015	05-03-2016	Al Leighton
Activity	*Al Leighton gave a presentation on the electronic collection of Highway Safety Data.*	

Report Start	Report End	Provided By
04-24-2015	05-03-2016	Al Leighton
	Al said they have been looking at a great deal of EMS data over a long period of time. They have begun receiving MEMSRR run report data from ImageTrend to look at the timeliness of data (reports filed as quickly as can be) and the accuracy (if they are filling out the forms properly, clearly, and completely). There were 283,000 reports filed last year and over 40 million individual data entries. Every MEMSRR report has 381 fields. Each field is classified as a data entry. In 2007, 56.6% were on time. In 2013, it was 89%. The trend is getting better every year, except one year. In that particular year, the time to file was cut short. *Al said the data is coming from years 2007 through 2013, ImageTrend has not supplied data for years 2014 and 2015 yet. Dan suggested if there were current data, it could be used for performance measures in the grant application.*	

5.8 ME-P-00022 – Registration Barcode

5.8.1 Contact

Ms. Linda Grant
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5.8.2 Lead Agency

Bureau of Motor Vehicles

5.8.3 Status

Planned

5.8.4 Project Description

The Registration Barcode project adds a 2-D Barcode image to motor vehicle registration documents. The 2-D Barcode will adhere to the AAMVA (American Association of Motor Vehicle Administrators) 2-D Barcode standard and will encode the text data found on the registration document into the barcode image. The image will be used by various software programs to reduce data entry errors and to reduce data entry time for various state reporting requirements including motor vehicle crash and citation data collection.

5.8.5 Schedule

Planned

5.8.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2017	$0

5.8.7 Activity Reporting

Report Start	Report End	Provided By
04-23-2015	04-23-2015	Linda Grant
Activity	*Linda Grant stated that registrations are currently going through a redesign and she will inquire as to the status of barcodes.*	

5.9 ME-P-00009 – Traffic Records Data Warehouse

5.9.1 Contact

Ms. Lauren Stewart
Title: Director
Agency: Bureau of Highway Safety, Department of Public Safety
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City, Zip: Augusta 04333
Phone: 207-626-3840
Email: lauren.v.stewart@maine.gov

5.9.2 Lead Agency

Bureau of Highway Safety

5.9.3 Status

Planned

5.9.4 Project Description

Develop a data warehouse into which all traffic records systems submit data; develop linkages between the various data sets and provide data warehouse drill down and reporting capabilities that support highway safety decision making.

5.9.5 Schedule

Planned

5.9.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2017	$0

5.9.7 Performance Measures

C-I-1 Integration – Crash, Citation, Driver, Vehicle, EMS

The percentage of appropriate records in the crash database that are linked to another system or file. Linking the crash database with the five other core traffic records databases can provide important information. For example, a State may wish to determine the percentage of in-State drivers on crash records that link to the driver file.

The percentage of appropriate records in the crash database that are linked to another traffic records database (e.g. Citation, EMS, Driver, Vehicle, and Roadway).

5.10 ME-P-00010 – EMS Public Access and Data Mining

5.10.1 Contact

Mr. Shaun St. Germain
Title: Director
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5.10.2 Lead Agency

Bureau of Highway Safety

5.10.3 Status

Planned

5.10.4 Project Description

The EMS Public Access and Data Mining project will migrate many years of legacy EMS data to the current EMS dataset format creating a combined dataset that will allow for extensive query and comparison opportunities.

The project also includes a data analysis and reporting tool that provides controlled access to the data based on the user's authorization level. Full access users would be able to query all data without restriction, whereas limited access users would be able to query select data for aggregate reports.

The authorization capabilities will consist of a set of roles that allows access to specific reports within the system. New roles include Public Access, EMS Service Provider, Hospital, Local Government, and Maine EMS. The Reporting tool will use these roles to limit access to sensitive data using a set of rules designed to maintain data confidentiality.

The public access reporting portion of this project will provide 10 predefined reports to the public via the web. The public access reports will contain basic filtering capabilities (e.g., the Number of Calls report could be filtered to a particular service). The public access capability will be limited to aggregate reports and would require the report result to contain sufficient numbers to protect patient health information.

5.10.5 Schedule

Planned

5.10.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2017	$0

5.10.7 Activity Reporting

Report Start	Report End	Provided By
01-15-2012	03-15-2015	Jay Bradshaw

Report Start	Report End	Provided By
01-15-2012	03-15-2015	Jay Bradshaw
Activity	*EMS is continuing to explore various software options for the EMS public access & data mining project. Although it appears funding is available for the initial purchase price, we do not have the funds available within our budget for the ongoing software license fees. This continues to be a goal of ours.*	

5.10.8 Performance Measures

I-X-1 – EMS Accessibility

Status of Improvement: Planned
Status: Planned
Revision Date: 17-June-2015

This performance measure is based on the I-X-1 model.

Maine will improve the accessibility of the EMS system and its data.

The state will show measureable progress using the following method:

Identify the principal users of EMS data, query the users to assess their ability to obtain the data and record their satisfaction with the timeliness of the response to their request.

The State will also document the method of data collection and the principal users' responses.

5.11 ME-P-00020 – CODES EMS Linkage

5.11.1 Contact

Ms. Lauren Stewart
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Phone: 207-626-3840
Email: lauren.v.stewart@maine.gov

5.11.2 Lead Agency

Maine Department of Public Safety

5.11.3 Status

Planned

5.11.4 Project Description

The CODES EMS Linkage project will provide for the inclusion of EMS data into the CODES data set.

5.11.5 Schedule

Planned

5.11.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2017	$0

5.11.8 Performance Measures

EMS Integration

Label: I-I-1
Status of Improvement: Planned
Active Status: Planned
Revision Date: 09-APRIL-2015

This performance measure is based on the I-I-1 standard performance measure from NHTSA document "Model Performance Measures for State Traffic Records Systems".

The state will improve the Integration of the Crash/EMS systems as measured in terms of an increase of the percentage of appropriate records in the EMS system that are linked to the crash system. Specifically, the percentage of records linked between Maine's pre-hospital electronic patient care reporting system and crash system.

5.12. ME-P-00025 – Electronic Collection of EMS Run Report Data

5.12.1 Contact

Mr. Jay Bradshaw
Title: Director
Agency: Emergency Medical Services, Department of Public Safety

Address: 152 State House Station
City, Zip: Augusta 04333-0152
Phone: 207-626-3860

5.12.2 Lead Agency
Maine Emergency Medical Services, Department of Public Safety

5.12.3 Status
Complete

5.12.4 Project Description
This project will provide laptop computers, software, and training for EMS providers to submitting EMS patient/run reports in electronic format and in compliance with NEMSIS data dictionary. MEMS data will be linked to a publicly accessible web portal. This portal will provide access to standardized reports and enable ad hoc reports with protection for confidential patient information.

5.12.5 Schedule
Complete

5.12.6 Budget

Budget Source	Budget Year	Total Budget
NHTSA 405c	2017	$0

5.12.7 Activity Reporting

Report Start	Report End	Provided By
06-17-2006	06-16-2007	Jay Bradshaw
Activity	*75 Tablet PC computers were purchased in April 2007 and made available to EMS services utilizing a formula based upon annual call volume. In addition, hundreds of field personnel have been trained in the new system and work continues with other software vendors to make their data compatible with the Maine EMS system.*	
Problems	*Because of the differences between EMS services, each installation requires considerable customization in order for the software to work properly and interface with existing systems (e.g. Computer Aided Dispatch and billing). There are also many EMS providers who have minimal computer skills and as a result, significant discomfort with the change from an established paper form to the new electronic platform. This has required an increase in staff time for training and technical support, which in turn affects expanded deployment efforts. There have also been services, primarily because of their rural location, need more computers than are currently available. Some of these services have decided to forego the e-run report conversion until they are able to obtain all the necessary equipment. Because of the uncertain nature of future grant funding, it remains to be seen what impact this will have on this project.*	
Plans	*There will be several "train the trainer" sessions conducted in the coming months to significantly increase the overall understanding of the EMS community about the e-run report system and build a cadre of instructors able to provide the first tier of user support in-house. Maine EMS is working with those services whose technology needs exceed available resources to help identify other potential funding sources*	

Report Start	Report End	Provided By
06-17-2006	06-16-2007	Jay Bradshaw
	and to develop alternative implementation plans.	
Comments	*The Board of EMS is considering setting a deadline for making e-run reporting mandatory. This will likely motivate some services into action, but at the same time will cause an element of tension because of the initial startup costs and our limited ability to provide assistance.*	

Report Start	Report End	Provided By
06-16-2007	06-15-2008	Jay Bradshaw
Activity	*The Maine EMS Board did set a mandatory start date for electronic run reporting of 01/01/2009. A regional rollout is being worked on to spread the workload over the next 6 months. Two regions, Aroostook and Tri-County will be close to 100% electronic by 07/01/09. Kennebec Valley and Mid-Coast are scheduled for 10/01/08 and Southern Maine and Northeast for 01/01/09. Training is ongoing on a local and regional level. Import testing from NEMSIS Gold Compliant software is progressing. Currently, MEMSRR is receiving 25% of the call volume from other NEMSIS software. 54 more Panasonic Toughbooks were purchased and all have been requested by EMS services. We have recently improved the Hospital access to patient information with a software addition.*	

Report Start	Report End	Provided By
09-16-2008	12-15-2008	Jay Bradshaw
Activity	*182 EMS Services (70%) reporting electronically with the majority using the state's Image Trend software. Currently, there are 200,000 reports in the new electronic system with an additional 4,000,000 records from the paper-based system that have been entered into an earlier database (pre-NEMSIS).* *EMS has set January 1, 2009 as the date when all services should be submitting data electronically.*	
Problems	*Currently 60 or 70 services, mostly small services, are not transmitting electronically and it is possible that some of them will not be transmitting by the deadline.*	
Plans	*EMS staff is actively working to help all services comply in a timely manner.*	
Comments	*Some services are using other software that has been certified by NEMSIS. These services must verify with Maine EMS that their system is capable of providing a satisfactory export before being authorized to use this for submitting reports to Maine EMS.*	

Report Start	Report End	Provided By
12-16-2008	03-15-2009	Jay Bradshaw

Report Start	Report End	Provided By
12-16-2008	03-15-2009	Jay Bradshaw
Activity	*242 EMS Services (91%) reporting electronically with the majority using the state's Image Trend software. Currently, there are 302,431 reports in the new electronic system with an additional 4,000,000 records from the paper-based system that have been entered into an earlier database (pre-NEMSIS).* *Maine Bureau of Highway Safety is now set up with access to the Electronic EMS Run Report system for use with FARS.*	
Plans	*EMS staff is working aggressively toward the deadline of 4/1/09 for 100% electronic reporting.*	

Report Start	Report End	Provided By
06-16-2009	09-15-2009	Jay Bradshaw
Activity	*All services were required to begin submitting run reports electronically by 4/1/09. As a result, we have 100% compliance with ePCR. As of 9/29/09, there have been 175,793 entered in calendar year 2009.*	
Problems	*There are many small services who are still struggling to understand the new ePCR system, and there are users at all levels who do not fully appreciate the importance of good data to patient care. There are also data validation issues with services who are exporting data into the Maine EMS Run Reporting System.*	
Plans	*There will be an ongoing need for training and data quality improvement efforts. Maine EMS staff continues to provide training and technical assistance on a statewide basis. Maine EMS is an active participant in the NEMSIS project and with the NASEMSO Data Managers group. MEMS also has a Data Committee that is working with the Board of EMS to improve the data quality and integration from other systems.*	

Report Start	Report End	Provided By
09-16-2009	12-15-2009	Jay Bradshaw
Activity	*We continue to actively work with EMS services to improve both provider understanding of the system and with service administrators to reinforce why data collection is important. To both groups we provide training about the reports that are available.* *We are also working with service medical directors and potential service medical directors to help them understand the EMS data system and how quality data relates to quality patient care.* *We are working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.* *As of 10/1/09, the EMS Rules require that run reports are entered into our system within 3 business days. This is being monitored by Maine EMS, with regular follow-*	

Report Start	Report End	Provided By
09-16-2009	12-15-2009	Jay Bradshaw
	up to services who are not meeting this deadline.	

Report Start	Report End	Provided By
12-16-2009	03-15-2010	Jay Bradshaw
Activity	*The EMS project focus is now on improving data quality coming in from the various services and increasing the number of NEMSIS data fields being imported.* *We are working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.* *Effective April 1, 2009, all EMS services were required to submit run reports electronically.* *Effective October 1, 2009, those reports had to be submitted within 3 business days of a call.*	
Plans	*Maine EMS continues to work with service medical directors and potential service medical directors to help them understand the EMS data system and how quality data relates to quality patient care.* *Maine EMS continues working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.*	

Report Start	Report End	Provided By
03-16-2010	06-15-2010	Jay Bradshaw
Activity	*The EMS project focus is now on improving data quality coming in from the various services and increasing the number of NEMSIS data fields being imported.* *We are working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.* *The EMS Run Reporting System is 100% electronic and services are now required to submit reports within 3 business days.*	
Plans	*Maine EMS continues to work with service medical directors and potential service medical directors to help them understand the EMS data system and how quality data relates to quality patient care.* *Maine EMS continues working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.*	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	Jay Bradshaw
Activity	*Maine EMS launched an updated run form that dynamically determines which fields are required based on previous entries. This has significantly improved EMS data*	

Report Start	Report End	Provided By
10-01-2010	12-31-2010	Jay Bradshaw
	quality and reduced complexity. One example of this is for a non transporting service; unnecessary fields will not be displayed or required. There are roughly 132 services using the client program and about 150 services using the web for data entry. While a majority of services are using the system, some of the larger agencies are still exporting data manually. Data quality has improved over the last half of 2010.	
Plans	*Maine EMS continues to work with service medical directors and potential service medical directors to help them understand the EMS data system and how quality data relates to quality patient care.* *Maine EMS continues working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.*	

Report Start	Report End	Provided By
01-01-2011	03-31-2011	Jay Bradshaw
Activity	*The EMS project focus is now on improving data quality coming in from the various services and increasing the number of NEMSIS data fields being imported.* *There are currently over 800,000 reports in the EMS Run Reporting System.* *Ongoing training continues to improve data quality as well as the use of the new dynamic run reporting form that adapts to the required data elements for the type of call. The objective is that this will reduce the time it requires to complete the report and increase the accuracy.* *We are working with services exporting data from other systems to assure that the values being submitted are consistent with NEMSIS.* *The EMS Run Reporting System is 100% electronic and services are now required to submit reports within 3 business days.*	

Report Start	Report End	Provided By
05-25-2011	11-03-2011	Jay Bradshaw
Activity	*The EMS Run Reporting system project is progressing and is approaching 1 million records since beginning of electronic data collection.* *Some of the larger services who were initially resistant to using the recommended software package have since signed on.* *The EMS Run Reporting software will be upgraded to NEMSIS 3.0 compliance shortly.*	

Report Start	Report End	Provided By
11-4-2011	01-19-2012	Jay Bradshaw

Report Start	Report End	Provided By
11-4-2011	01-19-2012	Jay Bradshaw
Activity	*The EMS data collection efforts have been to maintain the system and complete updates to the software to make it more user-friendly. There is a new version of the report writer software that makes is easier for users to create ad hoc reports.*	
Plans	*The EMS software vendor is one of the leading providers of EMS software and is compliant with NEMSIS 3.0 which will eventually allow for connecting with Hospital Language 7 (HL7) in the future.* *Maine BEMS is evaluating the degree of mismatch between Maine's NEMSIS version 2.2 system versus what NEMSIS 3.0 specifies. There is currently no specific timeline for implementing NEMSIS 3.0 as they are still evaluating the mismatch and the degree of effort to get the importing services (services that aren't using ImageTrend).*	

Report Start	Report End	Provided By
01-20-2012	03-15-2012	Jay Bradshaw
Activity	*Maine EMS has a software update for the EMS Run Reporting System's state bridge, which is the software used to collect information from the EMS services.*	
Plans	*Maine EMS is continuing the dialogue with Maine HealthInfoNet, pilot testing their system, which collects patient information around the state. Maine HealthInfoNet is looking for places to test with EMS, which is the first step towards linking EMS records and patient records.*	

Report Start	Report End	Provided By
03-12-2012	06-28-2012	Jay Bradshaw
Activity	*Mr. Jay Bradshaw stated that they are currently preparing their systems for NEMSIS 3.0. Mr. Bradshaw said there are 7 or 8 systems that are not using the same system as the State. There exist data mapping issues related to how values are translated from one program to the other. NEMSIS 3.0 implementation is about a year or so away; fortunately the vendor is deeply involved in the NEMSIS 3.0 standard. The goal is to get better data in a timely fashion and to continue the work to link the EMS system with HealthInfoNet.*	

Report Start	Report End	Provided By
06-29-2012	01-17-2013	Jay Bradshaw
Activity	*Mr. Bradshaw stated that a hospital dashboard has been rolled out and this gives hospitals access to the run reporting system. In the future, the system will use NEMSIS 3; this allows EMS data to link with the hospitals systems HL7 (Health Level 7) systems.*	
Plans	*Maine EMS sent letters to services that there are grant funds available for them to*	

Report Start	Report End	Provided By
06-29-2012	01-17-2013	Jay Bradshaw
	upgrade their equipment and/or software for EMS Run Reporting. Mr. Bradshaw provided a system status snapshot for the Maine indicating 1.2 million records in the system.	

Report Start	Report End	Provided By
01-18-2013	06-12-2013	Jay Bradshaw
Activity	*EMS is in the process of purchasing 90 computers using TRCC funds. EMS is also planning on fulfilling approximately $470K in computer related requests from other funding sources and matching funds. Much of the funds will be for ruggedized laptop computers.* *The State now has a state-wide license for the client-based Image Trend software. The statewide license allows users to purchase an annual license fee for $175 versus the $1000 under the previous licensing agreement. This has resulted in more interest in using the ruggedized computers.* *The State has changed the rules for report submission as of May 1st, 2013. Reports now have to be submitted within one business day of the call.* *EMS is working to integrate EMS run report data with Maine Health InfoNet which will allow EMS data to be accessible statewide. The integration will also allow EMS providers to access patient information in real-time. Maine is one of the first states to perform this data integration.* *As part of this year's grant process, EMS is performing a survey with each service that is receiving support from the grant. Each provider must attest that they have requested the report. The report explains how the reporting process is helping the provider with run reporting and their community. The survey asks each provider to explain their overall process.*	
Plans	*EMS should be receiving the first shipment of computers by the end of this week (June 14th). The survey will be available to providers as the computers are deployed. Jay said that the survey will be available online via SurveyMonkey.*	

Report Start	Report End	Provided By
06-13-2013	02-26-2014	Jay Bradshaw
Activity	*Maine EMS has recently deployed more Toughbook laptop computers using Section 402 and 408 grant funds to EMS services that had older computers.* *Maine EMS continues its efforts on improving data quality and preparing for NEMSIS 3.0 for the current calendar year. EMS is also working with Maine Health Infonet to link EMS with hospital data which will allow hospital personnel to see EMS information as part of a patient's record. Maine is one of only a few states working on this linkage and the State's EMS system has over 1.6 million records in their database.*	

Report Start	Report End	Provided By
02-27-2014	09-24-2014	Jay Bradshaw
Activity	*The State is currently planning for NEMSIS 3.0.* *The State is working with ImageTrend to complete the transition to NEMSIS 3.0 by April 1st, 2015.* *The move to NEMSIS 3.0 will help the linkage of EMS data with health info-net and discharge data statewide.* *EMS is currently working with the Muskie School. The Muskie School is mining EMS data and is focused on improving data quality for EMS records.*	

Report Start	Report End	Provided By
09-25-2014	01-22-2015	Al Leighton
Activity	*Al Leighton presented to the group the statistics based on EMS Run Report Data provided by Image Trend and Maine EMS.* *Al first presented statistics based on timeliness of filed run reports. Al described the improvements from 2007 to 2013.* *Al then presented the group with timeliness statistics based on the number and percent of services reporting on time. Al showed the changes since 2007.* *Al's final presentation was based on 2014 data. This presentation described statistics showing data entry error validation rates based on approximately 19 million data items.*	

Report Start	Report End	Provided By
01-23-2015	06-04-2015	Jay Bradshaw
Activity	*NEMSIS 3 implementation. Data elements have been selected and approved by the Maine Board of EMS. The Maine EMS Run Reporting System is integrated with the licensing system and online learning management system, and during a beta test of the new v3 software, compatibility issues were identified. These issues are being resolved and the current plan is to implement v3 in the fall 2015.* *There are two EMS services pilot testing accessing Maine Health InfoNet. Integration of Maine EMS Run Reports into the Maine Health InfoNet will resume after implementation of NEMSIS 3 is complete.* *Work continues to assess and improve the data quality and timeliness of reports. Maine EMS Rules require reports be submitted within one business day, and efforts continue to help services get closer to real time.* *See the current system summary –we're closing in on 2,000,000 records.*	

5.12.8 Performance Measures

I-A-01 - EMS Accuracy

Status of Improvement: No new data
Active Status: On Hold
Last Updated: 17-JUN-2015

This performance measure is based on the I-A-01 model.

Maine will improve the Accuracy of the Injury Surveillance / EMS system as measured in terms of an increase of the percentage of EMS patient care reports with no errors in critical data elements.

Maine EMS continues to improve the EMS Run Reporting system's NEMSIS business rules and minimum requirements. This has resulted in fewer critical errors in the EMS Run Report data and has resulted in improved accuracy of the EMS Run Report data.

For the baseline period there were 264,761 total reports with 228,102 that passed NEMSIS business rules (86.2%); for the current performance period there were 272,658 total reports with 255,884 that passed (93.8%) providing an increase of 7.6%.

The state will show measureable progress using the following method:

Calculate the percentage of reports that did not have critical errors from the baseline period of April 1, 2011 through March 31, 2012 compared to the current performance period of April 1, 2012 through March 31, 2013. A critical error occurs when an EMS Run Report did not pass NEMSIS business rules and minimum requirements.

6. Traffic Records Assessment Update

6.1 State of Maine Assessment Update – 6/6/2016

The State completed a NHTSA Traffic Records Assessment on April 25, 2016. The State's response to each recommendation is listed below. If a project plans to address a recommendation within the next FFY plan year, the related project is listed. See related project for performance measures.

6.1.1 Crash Recommendations

1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

   State Accepts Recommendation. State Response:

   The State has published a State of Maine Crash Data Dictionary document that provides a comprehensive listing of all crash data elements, crash data business rules and edit checks. This document is the primary source used for identifying the currently collected crash data elements in the State. The document will be updated to reflect any future improvements made to the crash form to increase its MMUCC-compliance.

   Maine is also planning to schedule a NHTSA Go Team MMUCC review to determine compliance and find improvement opportunities with the next release of the MMUCC standard.

   Related Project: ME-P-00006 MCRS Upgrade

2. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

   State Accepts Recommendation. State Response:

   The State will look for opportunities to expand system interfaces and data integration efforts in an effort to improve data quality across core component traffic records systems.

   Related Project: ME-P-00006 MCRS Upgrade

3. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisor

   State Accepts Recommendation. State Response:

   The State currently provides some high level data quality feedback to law enforcement reporting agencies and State data managers. The State has recently updated its Maine Crash Reporting System portal to include additional data quality reports such as Timeliness, and detailed upload log data. The State will also investigate ways of providing additional data quality reports to reporting agencies.

   Related Project: ME-P-00006 MCRS Upgrade

6.1.2 Vehicle Recommendations

1. Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

   State Accepts Recommendation. State Response:

   The Maine BMV accepts the recommendation. The Maine BMV's goal is to standardize the naming and access conventions for driver and vehicle. Also, it is a BMV goal to integrate the Vehicle and Driver systems into a "customer-based" system, which would standardize naming and accessing conventions.

   Additionally, the Maine TRCC is promoting the implementation of a 2D standard barcode for vehicle registrations. Like the TRCC, it is a BMV goal to implement a 2D barcode on registrations which would contain information that supports traffic safety management and traffic records data systems.

   Related Project: Not directly addressed in FFY17 funded project.

2. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

   ***State Accepts Recommendation. State Response**:*

   The Maine TRCC encourages the Bureau of Motor Vehicle to integrate sample-based audits, trend analysis, and performance measures into the State's Vehicle Registration system.

   The Maine BMV accepts the recommendation. Additionally, a fully integrated Vehicle/Driver system, with unique identifiers, would better enable the BMV to retrieve data to perform sample-based audits, trend analysis, and measurable performance standards that help support traffic records data systems.

   Related Project: Not directly addressed in FFY17 funded project.

6.1.3 Driver Recommendations

1. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

   ***State Accepts Recommendation. State Response**:*

   The Maine BMV accepts the recommendation. The Maine BMV's goal is to standardize the naming and access conventions for driver and vehicle. Also, it is a BMV goal to integrate the Vehicle and Driver systems into a "customer-based" system, which would standardize naming and accessing conventions.

   Related Project: Not directly addressed in FFY17 funded project.

2. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

***State Accepts Recommendation. State Response**:*

The Maine TRCC encourages the Bureau of Motor Vehicle to integrate sample-based audits, trend analysis, and performance measures into the State's Driver Records system.

The Maine BMV accepts the recommendation. Additionally, a fully integrated Vehicle/Driver system, with unique identifiers, would better enable the BMV to retrieve data to perform sample-based audits, trend analysis, and measurable performance standards that help support traffic records data systems.

Related Project: Not directly addressed in FFY17 funded project.

6.1.4 Roadway Recommendation

1. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

***State Accepts Recommendation. State Response**:*

The ME TRCC will promote the establishment of Roadway performance measures as a tool to measure improvements to the roadway data system.

Related Project: Not directly addressed in FFY17 funded project.

6.1.5 Citation/Adjudication Recommendations

1. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response:

The Maine TRCC has developed a citation schema and is the process of developing a statewide citation system. The TRCC will promote the updating of the formal data dictionary that will list all citation data elements, business rules and edit checks, and links to other State datasets.

Related Project: ME-P-00011 E-Citation

2. Improve the procedures/process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response:

As part of the eCitation effort, the State will be updating the procedures/process flows for the Citation and Adjudication system.

Related Project: ME-P-00011 E-Citation

3. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

   State Accepts Recommendation. State Response:

   The State has initiated an effort to interface the eCitation law enforcement data collection system with the court's new court case management system.

   Related Project: ME-P-00011 E-Citation

4. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

   State Accepts Recommendation. State Response:

   The State will use NHTSA Standard Performance Measures to document the improvements resulting from the new eCitation system. The State has also planned for inclusion of Key Performance Indicators in their new court case management system.

   Related Project: ME-P-00011 E-Citation

6.1.6 EMS/Injury Surveillance Recommendations

1. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

   State Accepts Recommendation. State Response:

   The Maine TRCC will review the elements of its Injury Surveillance System and evaluate opportunities for integration of the various data sets for the goal of increasing safety-related analysis.

   Related Projects: ME-P-00014 Maine CODES, ME-P-00025 EMS Trauma Registry

2. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

   State Accepts Recommendation. State Response:

   The Maine TRCC will identify goals for the various elements of the Injury Surveillance System to track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State.

   Related Project: ME-P-00024 Electronic Collection of Highway Safety Data

6.1.7 Data Use and Integration Recommendation

1. Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

   State Accepts Recommendation. State Response:

The Maine TRCC will continue to support data integration efforts including a CODES project and the traffic records data warehouse project. Maine is preparing a crash public access website that integrates crash and roadway data.

Related Project: ME-P-00014 Maine CODES

Appendix I – Child Passenger Safety Inspection and Distribution Sites

INSPECTION SITES

Aroostook County		
Presque Isle Fire Department 43 North State Street, Suite A Presque Isle, ME 04769 207-769-0881		
Cumberland County		
Freeport Police Department 16 Main Street Freeport, ME 04032 207-865-4800	Gorham Fire Department 270 Main Street Gorham, ME 04038 207-222-1657	
Hancock County		
Bar Harbor Fire Department 37 Firefly Lane Bar Harbor, ME 04609 207-288-5533	Ellsworth Fire Department 1 City Hall Plaza Ellsworth, ME 04605 207-667-8666 207-667-2168	
Lincoln County		
Wiscasset Ambulance Service 51 Bath Road Wiscasset, ME 04578 207-882-8204		
Penobscot County		
Bangor Public Health 103 Texas Avenue Bangor ME, 04401 207-993-4553	Old Town Police Department 150 Brunswick Street Old Town, ME 04468 207-827-3984	Orono Police Department 63 Main Street Orono, ME 04473 207-886-4000
Veazie Police Department 1084 Main Street Veazie, ME 04401 207-947-2358		
Sagadahoc County		
Bath Police Department 250 Water Street Bath, ME 04530 207-443-5563 ext. 212		

Somerset County		
Sebasticook Valley Hospital 447 North Main Street Pittsfield, ME 04967 207-487-4098		
Kennebec County		
Augusta Police Department 33 Union Street Augusta, ME 04330 207-626-2370	Bureau of Highway Safety 45 Commerce Drive, Suite 1 Augusta, ME 04333 207-626-3840	
Waldo County		
Searsport Police Department 3 Union Street Searsport, ME 04974 207-548-2304	Union Fire Department 567 Common Road Union, ME 04862 207.785.3803	
Knox County		
Knox County Sheriff's Office 301 Park Street Rockland, ME 04841 207-594-0429	Penobscot Bay Medical Center 6 Glen Cove Drive Rockport, ME 04856 207-596-8343	Rockland Fire Department 118 Park Street Rockland, ME 04841 207-594-0318
York County		
Biddeford Police Department 39 Alfred Street Biddeford, ME 207-282-5127	Kennebunk Police Department 4 Summer Street Kennebunk, ME 04043 207-604-1365	Kittery Police Department 200 Rogers Road Kittery, ME 03904 207-439-1638
Saco Police Department 20 Storer Street Saco, ME 04072 207-282-8216		

DISTRIBUTION/ INSPECTION SITES

Androscoggin County		
Central Maine Medical Center 300 Main Street Lewiston, ME 04240 207-795-2695	St. Mary Sisters Charity Health 330 Sabattus Street Lewiston, ME 04240 207-777-4300	
Aroostook County		
Presque Isle Fire Department 43 North State Street, Suite A Presque Isle, ME 04769 207-769-0881	Aroostook Medical Pediatrics 23 North Street, Suite 1 Presque Isle, ME 04769 207-764-4913	Cary Medical Center 163 Van Buren Road Caribou, ME 04736 207-498-6921

Cumberland County		
Catholic Charities Refugee Center 80 Sherman Street Portland, ME 04101 207-523-2711	Gorham Fire Department 270 Main Street Gorham, ME 04038 207-222-1657	Woodford's Family Service 15 Saunders Way Westbrook, ME 04062 207-878-9663
Hancock County		
Ellsworth Fire Department 1 City Hall Plaza Ellsworth, ME 04605 207-667-8666 207-667-2168		
Lincoln County		
Wiscasset Ambulance Service 51 Bath Road Wiscasset, ME 04578 207-882-8204		
Penobscot County		
Bangor Public Health 103 Texas Avenue Bangor ME, 04401 207-993-4553	Old Town Police Department 150 Brunswick Street Old Town, ME 04468 207-827-3984	Orono Police Department 63 Main Street Orono, ME 04473 207-886-4000
Health Access Network 175 West Broadway Lincoln, ME 04457 207-794-6700	Penobscot Indian Nation Health 23 Wabanaki Way Indian Island, ME 04468 207-817-7416	
Sagadahoc County		
Midcoast Maine Community Action 34 Wing Farm Parkway Bath, ME 04530 207-442-7963		
Somerset County		
Sebasticook Valley Hospital 447 North Main Street Pittsfield, ME 04967 207-487-4098	Redington-Fairview Hospital 46 Fairview Avenue Skowhegan, ME 04976 207-474-5121 Ext. 427	
Kennebec County		
Community Health & Counseling 24 Stone Street Augusta, ME 04333 207-213-2171	Bureau of Highway Safety 45 Commerce Drive, Suite 1 Augusta, ME 04333 207-626-3840	KVCAP Educare 56 Drummond Avenue Waterville, ME 04901 207-680-7229

S. Kennebec Child Development 337 Maine Avenue Farmingdale, ME 04344 207-582-3110		
Waldo County		
Belfast Fire Department 273 Main Street Belfast, ME 04915 207.338.3827	Waldo Community Action Partners 9 Field Street, Suite 207 Belfast, ME 04915 207.338.3827 Ext 211	
Knox County		
Rockland Fire Department 118 Park Street Rockland, ME 04841 207-594-0318	Penobscot Bay Medical Center 6 Glen Cove Drive Rockport, ME 04856 207-596-8343	
York County		
Biddeford Police Department 39 Alfred Street Biddeford, ME 207-282-5127	Kennebunk Police Department 4 Summer Street Kennebunk, ME 04043 207-604-1365	Kittery Police Department 200 Rogers Road Kittery, ME 03904 207-439-1638
Franklin County		
Health Community Coalition 105 Mt. Blue Circle Suite #1 Farmington, ME 04938 207-779-3136		
Piscataquis County		
Mayo Regional Hospital - OB Department 897 West Main Street Dover-Foxcroft, ME 04426 207.564.4292		
Oxford County		
Stephen's Memorial Hospital 181 Main Street Norway, ME04268 207.743.1562 ext. 6955		
Washington County		
Down East Community Hospital Maine Families 11 Hospital Drive Machias, ME 04654 207.255.0481	Passamaquoddy Health Center 401 Peter Dana Point Road Princeton, ME 04668 207.796.2321	Pleasant Point Passamaquoddy Tribe 136 County Road Perry, ME 04667 207.853.2600